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Grand·Prix international

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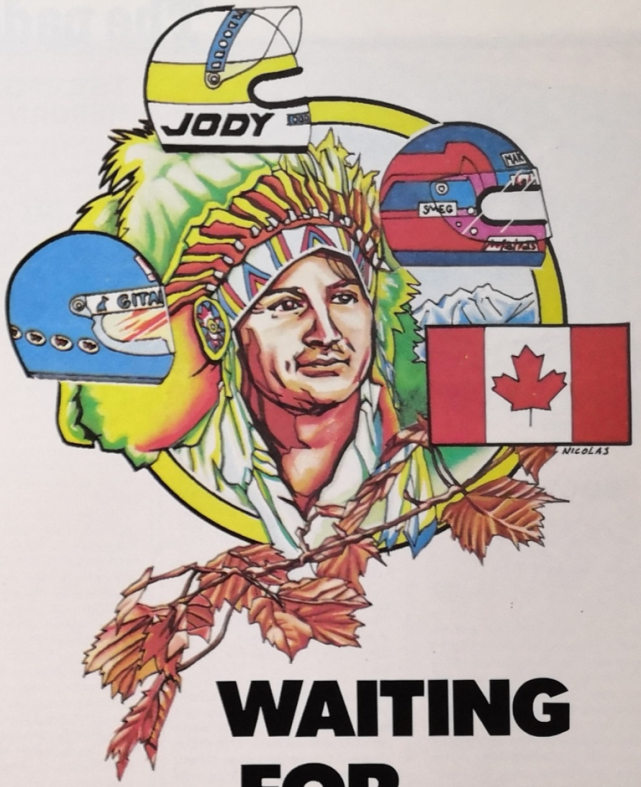

WAITING FOR ARGENTINA

One Grand Prix too many: that was the general impression as the race regulars left Watkins Glen. Because of the long season? There was that, certainly. But more than that, there were less abstract feelings. The complaints were more obvious: lack of circuit safety, bad and late organisation, the lack of courtes to foreign journalists. Then there was the rain with resultant mud, long waits in traffic jams, after that foreigners started to long for Europe again. Whatever, it was in strange contrast to the warm welcome afforded to the Formula One circus at Montreal the week before.

So the season has ended. It's time to take stock. That's as much for the teams and drivers as for ourselves. Thanks to your support, we've completed our first year and we've decided to continue with Grand Prix International next year, Grand Prix by Grand Prix. Our editorial staff have new ideas to improve the contents of the magazine and allow you to become more familiar with the world of Formula One. January 13 for us will be the start of a new season. Let's cover it together. We'll look forward to getting together with you for the first issue.

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The paddock in Watkins Glen

"BOG" RULE

On one side of the track the mechanics work on the race cars, team managers talk with their drivers. Everything is normal, it's like any other Grand Prix.

But it's very different on the other side of the track. That's where the famous Bog is. Those that rule the Bog fear nobody. They come from the East Coast to enjoy themselves, not to watch the Grand Prix. Their way of enjoying themselves is to get completely drunk, find and steal cars and then burn them. Their operation is straightforward. They roam the car parks with a bottle of beer strapped to their belt. When they find a suitable car, they smash the windscreen and hotwire it to get it started.

Then comes the worst part of the story. They drive it to the Bog. It's a dip in the ground which is soggy, full of mud. The game is to try and cross the Bog without stopping. If the car stops in the mud, it's overturned and wrecked. The final act, cheered on by the crowd, is when the Bog people set fire to it. The cheering spectators demand a motorhome for the Bog, and the Bog people set out to find one. The owners are probably watching practice, ignorant of the fate of their means of transport.

"They're animals," said Sheriff Tim Ridell who was in charge of the police. *"There are no particular leaders, but several gangs who walk around and their aim is to destroy as many cars as possible. We are 300 policemen here but it's not enough."*

It's rained all day. The Bog people are covered in mud, but they don't care. They're happy as long as they can find their own mouths and have another drink. They're so drunk they can scarcely stand. But they stay awake as long as there are still cars to burn, and new gangs form. They're all-powerful. When the car's owners find where their cars are, their grief and fist-fights are useless. They've lost, no one helps them. And the Bog people continue on their trail of destruction. *"There's nothing we can do right now,"* continues the Sheriff. *"We can't stop them drinking beer. If we tried, they'd massacre all of us."*

"What the hell man," says Bill who stole and burnt three cars before being arrested. *"we're here for the action. I don't give a damn about the race. I don't even know who's driving and who cares anyway."*

On Sunday morning, everything is quiet. The rain has stopped and the Bog people have too. They're asleep in the mud, surrounded by thousands of empty beer bottles and wrecked cars. *"It's been a fairly easy night,"* concludes the Sheriff, *"about a hundred arrests and just 12 cars burnt. Last year it was 22. If they asked me I would stop this race for ever."* On the other side of the track, everything was as normal. The teams had seen the smoke, they knew what had happened, it's normal at the Glen. They could only ask themselves, *"can't anybody stop them."* Unfortunately, nobody can. It's Bog rule.

LAFFITE VISITS AKRON

Guy Ligier and Jacques Laffite were the spearhead in Goodyear's attack on the World Championship this season, and while in America, they took the opportunity to visit Akron, Goodyear's headquarters. There they were received by none other than Goodyear's top man, Charles Pilliod.

THE GPDA REBORN

On the Thursday before the Canadian Grand Prix, most of the Grand Prix drivers met in Montreal to discuss the best way of defending their interests, in particular circuit safety matters. They met again at Watkins Glen, following which it was announced that the GPDA (Grand Prix Drivers Association) had been reborn. A committee of six members was elected. Jody Scheckter was declared president, and the other five members are Emerson Fittipaldi, Jean-Pierre Jarier, Alan Jones, Jean-Pierre Jabouille and Nelson Piquet.

The GPDA have decided to meet regularly at each Grand Prix. These meeting will take place regularly after each warm-up session on Sunday morning.

They've many things to discuss, hence the rebirth of the Association. The drivers' main worry concerns safety, not just of circuits but also of cars. Jean-Pierre Jabouille has a number of ideas concerning driver safety within the cars. The solidarity of the drivers within the GPDA is without doubt a factor in their favour. However, it remains to be seen whether they're sufficiently united and determined to take certain decisions, to refuse to drive on certain circuits which they consider too dangerous for example.

Safety won't be the only subject under discussion. They are aware that the World Championship is their aim, and yet they have little say in the scoring system which they find ridiculous. Could they, for instance, force a return to the old system, which the majority of drivers much prefer?

SILLY SEASON: DRAWN OUT

The Silly Season of driver changes is certainly taking longer than usual to resolve itself. It seemed possible that it would all be over at Watkins Glen, but that's not the case. In fact there was only one thing certain at Watkins Glen. Clay Regazzoni has signed for Ensign. He rejoins Ensign but a very different team than before, strengthened by the arrival of Nigel Bennett (ex-Lotus) and Ralph Bellamy (ex-Copersucar). That leaves a golden opportunity for someone to run alongside Jones in the Williams team. Frank would like to have Reutemann but the Argentine is bound by contract to Lotus for next season. Carlos doesn't want to drive for Lotus in 1980 for safety and reliability reasons. If Chapman doesn't let him go, Carlos threatens to quit Formula One for 1980 and race in America until his Lotus contract runs out. But those close to him say that he'll do his utmost to stay in Formula One.

In any case, Colin Chapman is very keen to retain Reutemann, even at Mario Andretti's expense. It seems that the Lotus boss is easing Andretti's transfer to another team. And it seems that the American driver has received a very tempting offer to move to McLaren, even though they're still to become competitive.

Meanwhile Didier Pironi would seem to be the heir apparent to the number two seat in the Ligier team. Agreement was almost reached during the North American races. Jean-Pierre Jarier was the French team's number one choice, but Ken Tyrrell was unwilling to release him from his contract. Derek Daly would seem to be the principal choice to replace Pironi in the Tyrrell team.

Depailler has signed with Alfa Romeo as number one driver, providing he's physically fit by December 1. Bruno Giacomelli will be number two in the team. Carlo Chiti has asked Don Nichols to run Elio De Angelis and Vittorio Brambilla next year, and to show faith in the two drivers, Alfa Romeo will supply engines to the Shadow team.

There's still a lot of seats free, and thanks to Lotus's situation, a number of drivers who could fill those seats. Furthermore, because of Lauda's retirement, the situation is even more fluid because there's a free seat at Brabham. Bernie Ecclestone still isn't sure whether he has Parmalat's support next season, for the Italian firm were closely allied to Lauda. Should he not have their sponsorship, then Zunino's dollars could well be helpful in running the team. Or could European Formula Three champion Alain Prost come onto the scene? Maybe another number one driver from another team could join Brabham?

29 SIGNATURES FOR PATRESE

"Because of the latest rumours about Riccardo Patrese being

responsible
for the Monza accident last year, all the drivers want to make it clear that after all the evidence and inquires that came out Riccardo Patrese could not be held responsible."

This statement was signed by 29 of the Italian's competitors at Watkins Glen. Those 29 signatures were very important for Riccardo for among them were some of those who prevented him from taking part in the United States Grand Prix East last year. That was three weeks after the fatal accident to Ronnie Peterson at Monza, but it concerned Patrese's general driving throughout the season as much as his involvement at Monza.

The new GPDA had only just reformed, but they took little time to show that they were united. In Italy, the legal inquiry into the accident at Monza is on the point of conclusion. Riccardo has been called by the judge to appear again, but that news was immediately interpreted as being proof of guilt. It's worth noting that it also involves those responsible for the organisation, the rescue services, the medical authorities and the clerk of the course. Maybe the members of GPDA had that in mind when issuing their statement 'covering' Patrese.

THE BELL TOLLS IN THE GLEN

Mumbles and grumbles were the theme of the final race of the Formula One season at Watkins Glen. Fortunately they weren't caused by any drama, but it could have been otherwise. The track is quick but bumpy, but equally it no longer comes within the speed limits imposed on wing-cars cornering power. The GPDA met and unanimously refused to take part in the American Grand Prix should the rain be as hard as it was on the Friday during practice.

It wasn't raining on Sunday morning, but the oil from the old cars mixed with the mud put on the track during the night by the idiots from the infamous Bog held up the warm-up by nearly two hours.

Furthermore, the working conditions for the foreign press were virtually nonexistent. The press room was reserved for American journalists because, went the official line, the foreign press didn't add one spectator to the gate. Watkins Glen couldn't go by quickly enough.

"Watkins Glen. Never again," was the general opinion within Formula One on Sunday night. And everyone immediately thought of Las Vegas.

But is it conceivable, in a country as big as the United States, to run two Grands Prix within a little more than 300 miles of one another (Las Vegas-Long Beach)?

And if it is plausible, then what becomes of Canada whose Grand Prix organisers share the travelling expenses with Watkins Glen?

A RACE, A MECHANIC: IAN ANDERSON

Our final mechanic of the season belongs to the team that has made itself most felt during the latter stages of the year: Williams. Ian Anderson is Frank's chief mechanic and has been instrumental in the reliability of the Williams team.

Anderson is now 30-years-old and has been a race mechanic for ten years. He starded his career in John Wyer's Gulf-Mirage sport car team and joined Copersucar when they first started back in 1975. At that time, Wilson Fittipaldi was the driver. *"At the time, I was the only Englishman in the team,"* say Anderson. *"All the mechanics apart from me were Brazilian. But they soon went back to Brazil and English mechanics were employed."*

Emerson Fittipaldi joined the team a year later. Anderson worked for him for two years. It wasn't a successful period, and Anderson has mixed feeling about it. *"Naturally, Emerson was very good, he was always optimistic. He understood the team's problems, but it never worked. I doubted whether the team was experienced enough. It was too new. When Emerson joined, he expected a lot of the team. Wilson should have driven for another year. Then the team would have time to organise itself properly. Because of Emerson's reputation and responsibilities there was a lot of pressure on the team to do well."*

For these reasons, Anderson had no qualms about joining the Williams teams at the Monaco Grand Prix in 1978. He's stayed with them since and became chief mechanic as from the French Grand Prix this year. Ever since, the Williams have been at the front of the field. *"It's a really good feeling when you're winning. A mechanic is always very attached to his car. It's as though he's won."*

What he likes most about the job is organisation: preparing a car to perfection within a certain amount of time, or putting it right as soon as possible. *"But going home is even better than working!"*

Has the Williams winning streak put pressure on the team? *"No, we work the same whether we're at the front or the back of the grid. We make the same effort."*

JONES IS THE CHAMPION OF CLEANLINESS

As well as winning the race, Gilles Villeneuve was also awarded the Candy clean driving award by the judging panel of journalists at Watkins Glen. He got 14 points in front of Elio De Angelis (6), Alan Jones, René Arnoux and Jody Scheckter (5 each). Overall, Jones wins the series with 77 points. He will receive his reward at the FISA prize-giving in Paris during December.

Three wins and four second places : Gilles Villeneuve has become a regular front runner in Formula One.

Three pole positions, two second places and near win at Monza. Arnoux has really come on strong this season. Last year he could scarcely qualify.

VILLENEUVE ARNOUX : SCHOOL OF '79

Say « Villeneuve-Arnoux » to a racing fan and he will automatically think of the last few laps of the French Grand Prix. But the two drivers came together in another sense for the final round of the championship at Watkins Glen. Gilles and Rene already had a number of things in common. This year has given them another : 1979 has been the year that they've really hit the scene.

by Eric BHAT

A naughty look hiding self-confidence and determination, reserve approaching shyness although perfectly friendly once the ice is broken, a quiet and normal family life, and above all, a tremendously competitive spirit : curiously enough, this description applies as much to Gilles Villeneuve as it does to Rene Arnoux.

What characterises them is that they're drivers above all. They're not really in their element unless they're in the cockpit. And their real personality only comes out when they're wearing helmets. There's nothing more to be learnt about them when they're out of overalls. Racing is their means of expression.

In the field of competition, this last season has put them both into the limelight, completely changing their status in comparison to last year. Let's recap briefly. Villeneuve took the final Grand Prix of the season at Montreal last year, but otherwise he had an irregular and difficult season. In fact things were sufficiently uncertain that his seat at Ferrari was at one time in doubt, although there was no such word from the team officially. Only Enzo Ferrari's personal support kept Gilles in the team. Today the Canadian is a complete star. He's the runner-up in the World Championship having been in contention for a long time. He's taken three wins and four second places this year.

Rene Arnoux's career has taken an enormous about turn in 12 months. The Grenoble driver had just had a very bad season with the Martini. There were problems about pre-qualifying, various arguements with FOCA and lack of money within the team. But Rene heightened his status with two good races in a Surtees at the end of the year. That made people sit up and take notice. His drive with Renault came about partially due to a mix-up between Tyrrell, Pironi and the Regie. Pironi wasn't released from contract, so Renault signed Arnoux. Twelve months later, the record shows that he's had three pole positions, two second and one third place, plus a possible win at Monza. No one dreams of replacing him at Renault. That's his revenge.

THE NEW NUVOLARI

Between the Canadian Grand Prix last year and including Long Beach this year, Gilles Villeneuve had won three races out of five, Jacques Laffite taking the other two. Gilles had established himself as a front runner. In South Africa and in California he won by gambling on his choice of tyres, perhaps a risky choice but one that was wiser than that of his teammate Jody Scheckter.

Then came a lean period but Gilles caught up a gain during the second half of the season with brilliant if unrewarded performances. He drove his races with tremendous panache and determination which led to him being compared with Tazio Nuvolari in Italy. He couldn't wish for a more flattering comparison.

It was after the French Grand Prix that Gilles became the new Nuvolari. By the end of the season, he had shown himself worthy of the title. On four occasions, in Austria, Holland, Canada and USA, when he seemed more an outsider, Gilles surprised everyone by leaping into the lead, cocking a snoot at Jones, Jabouille and Arnoux who had been quicker in practice. These starts alone say a lot for Gilles's determination. Tomaini, who has worked with him through out the season in the Ferrari team, speaks of him with admiration, gratitude and understanding. *« Gilles is a real attacker, »* he says. Pierre Dupasquier of Michelin goes even further : *« when Villeneuve goes out to set a time, he really has the bit between his teeth. There's no secret, it's just pure driving skill. Every little tenth of a second has to be gained. I hate to think of the risks he takes. »*

WHEN SECOND DESERVES TO BE FIRST

Villeneuve's North American visit was fruitful to say the least : second in Montreal and a win at Watkins Glen. Surprisingly, perhaps, the Canadian second place gave him more satisfaction than his American win. After the Montreal race, his smile was enormous as he spoke, wide-

eyed, showing his satisfaction : « *I never stopped trying. First of all I had to keep Jones behind me, and then I had to try and keep up with him after he'd passed me. If he'd led at the start, I wouldn't have been able to follow him. He was much quicker than I was.* » A few minutes later, during his press conference, he repeated over and over again that : « *the race was my hardest of the season.* »
It was a much less enthusiastic Villeneuve whom we met in a motorhome after his win at Watkins Glen. This is how he explained it : « *it's not much fun winning so easily. I was trying hard up to the moment that Jones retired. Then I eased up. The oil pressure was low, about at third of what it should have been. I was very worried, I only revved to 10,500. I found the last laps really took a long time. If Jones hadn't retired, he would have won I think. He was much quicker in the dry.* »
His win assured Villeneuve of second place in the World Championship. As runner-up, did he think he should have won the title ? « *I was fairly unlucky in comparison to Jody,* » he reckens. « *I retired at Monaco through no fault of my own. At Zolder, I was involved in an accident. One of my tyres punctured at Zandvoort. But I admit that it's up to each driver to make his own luck, and Jody did well to conserve his. Perhaps I still have something to learn in this area.* »
— *Does that mean that you consider yourself ready to win the championship ?*
« *Even though I'm still progressing, I reckon that I was ready to win the championship this year. I would have prefered to win it, but I'm still very happy that Jody won the series. I told him so at Monza. What is so good is that we get on so well together.* »
It's important to point out that Gilles was very supported by his team. The Scuderia is sufficiently well-respected not to have to go into the details. But there are two good examples of showing that the Italian team are really on top of the job. At the end of the warm-up, Gilles' engine was changed in 50 minutes. This performance caused Tomaini to relfect that : « *with a lillte more practice, we'll be able to change engines quicker than tyres.* » During the race, the tyre change on Gilles' car took just 18 seconds. Tremendous.

ARNOUX : EMERGENCE

Villeneuve may not have shown great delight in winning the Watkins Glen race, but Arnoux, on the other hand, was very satisfied with second place. It was the finishing touch to a season which has really gone fairly well for him. In finishing eighth in the championship, Rene has been, for many, the revelation of the season.
Rene's changed a lot in one year. He's much less shy, at the same time as taking giant strides in terms of his Formula One apprenticeship. He must have despaired last winter of ever becoming a full-time Grand Prix driver, but he's made the most of his inclusion in the Renault team.
His year has to be divided into two parts : the first when he was using the older car, and the second with the current machine. « *The first part of the season was more difficult than the second,* » he explains. « *I had to learn about a turbocharged engine and Michelin tyres at the same time. That was really a learning stage. The single turbo was somewhat fierce and the Michelins didn't like this unpredictable characteristic. So I had to get used to the two together, and make them work together.* »
At the same time as he had to get used to the car and this new style of driving, Arnoux also had to get used to the team itself. « *To begin with,* he says, « *I was overawed by Gerard Larrousse who was looking after my car. Gerard isn't very expansive. I was a little too shy. But we learnt to work with one another. As races went by, the relationship improved and we learnt how to sort out the cars together in the quickest possible way. Furthermore, I've also been very grateful to Jabouille for his advice. Gearchanging with a turbo engine is very different. Jean-Pierre's advice has been very useful* ».
Rene first used a twin-turbo Renault with ground effect chassis at Monaco, but it wasn't really fully ready until Dijon. That was the start of the second part of the season, And Rene's talent has really blossomed. Jean-Pierre Jabouille's victory at the French circuit was backed up by Rene's third place. Rene followed that up with second place at Silverstone. He'd adapted well to the car and engine, but then he started having bad luck, despite tremendous performances. He was on pole position at both Osterreichring and Zandvoort, yet he finished neither race as well he should have. A fuel stop deprived him of second place in Austria, and he collided with Regazzoni at the start of the Dutch Grand Prix.

It was at Monza that he really showed how much progress he'd made. He led a Grand Prix for the first time. « *There are times that you feel that you can win a race. That was what I felt at Monza. I was leading in front of the two Ferraris. I was driving to win. It's been my high spot of the season, despite the subsequent disappointment of retiring. That day, I felt that I could win a Grand Prix.* »

Revenge for the disappointments in Austria, Holland and Italy came in America. It was revenge that did not come Jabouille's way. Arnoux was certainly lucky to claim that second place at Watkins Glen, considering the number of retirements in front of him, but it was satisfying all the same.

Rene can look back on the season as one that was quite successfull. « *My Formula One career really began this season. I've done a lot of testing, practice sessions and racing, and that's helped me get used to the car. I'm using the turbo to its best effect, and learning all the time.* »

They call him the new Nuvolari in Italy. He's probably the most competitive driver in Formula One currently. Perphaps he needs experience as well as determination. But Gilles Villeneuve must be a future World Champion.

His results haven't passed unnoticed. A number of teams have contacted him with regard to next season. But he's staying with Renault. « *We'll be competitive right from the start of the season, at Argentina,* » he reckons. □

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THE THIRD FORCE

It's Montreal, the first practice session has just begun. Bruno Giacomelli and Vittorio Brambilla are in overalls at the pit wall watching the other drivers practising. Carlo Chiti is inside the pits souding off to anyone who will listen against Ecclestone's circus. The two Alfa Romeos are immobilised in front of their pits by order of the race organisers. The solution to this strange situation was worked out with the help of Ferrari and Renault. That's significant for it means that the three big constructors are working together, making a third force in Formula One.

by Eric BHAT

Carlo Chiti really wasn't very happy. And he had reason. His two cars weren't allowed onto the track. Technical knock-out! The Italian engineer was scarcely discreet in his answers to the journalists' questions. *"Formula One is no longer FISA's Formula One but FOCA's Formula One, the Formula One of Ecclestone. It's incredible. Mr Ecclestone has become the Formula One referee."*

The director of Autodelta wasn't mincing his words. And it wasn't the split between Alfa Romeo and Brabham, at this very race, that was causing his anger. Perhaps by chance, the situation had arisen mainly because of FOCA.

The basic cause of the conflict was this: a second Copersucar and a third Tyrrell had been entered. With the addition of the two Alfas, that took the number of competitors from 26 to 30. But the Ile Notre-Dame track is only licensed for 28 cars.

So they were going to hold a pre-qualifying session to chose two drivers from Giacomelli, Brambilla, Ribeiro and Daly.

Alfa Romeo weren't in favour of pre-qualifying and made a protest on Thursday evening so that their point could be discussed.

The protest was thrown out, and Alfa Romeo were told of the rejection at 8.30 on Friday morning. As it happens, the pre-qualifying session was programmed for 8.00 that morning: half an hour earlier.

THE SESSION THAT NEVER HAPPENED

In fact the pre-qualifying session never took place. The track wasn't ready. It was opened at 9.07 precisely. It was an amazed Chiti who learnt, several minutes later, that his cars weren't going to be allowed to take part in Grand Prix practice, for the ridiculous reason that they hadn't taken part in the pre-qualifying session that never took place! The second Copersucar and third Tyrrell, howevern weren't the subject of the same ban.

Another and immediate protest from Alfa Romeo. Another and immediate rejection by the race organisers who remained adamant, pointing out to Chiti that the pre-qualifying session didn't take place because Alfa Romeo pull ed out. So there were only two cars trying to pre-qualify for two positions, and what was the point of holding the session under those circumstances?

What a mess! But the race organisers' argment didn't hold water for three reasons: 1. the track wasn't open. 2. the Alfa Romeo team were in the pits, and some of them even went out onto the track to see how the work was going. 3. Alfa Romeo never pulled out.

Meanwhile the first practice session was underway, still without the Alfas. Chiti didn't know which way to turn. He was upset that there weren't any FISA representatives present. But with the held of Jean Sage and Marco Piccinini, sporting representatives of Renault and Ferrari respectively, he and Corbari drew up a notice of appeal.

Although the other two big manufacturers had been involved since the start of the affair, it was the first time that they'd been actively involved. And not only did Sage and Piccinini help out with the wording of the appeal, they were also asked by Alfa Romeo to be present at the meeting held that night to decide whether Alfa Romeo would or would not be allowed to take part in practice. Sage was a witness and Piccinini presented the facts.

The appeal tribunal was composed of Canadian lawyers and the meeting took place after the second session of practice on Friday. The Alfas still hadn't taken to the track. The drivers were still present though in case they should practice the next day. The meeting lasted from 4.30mp to 8pm, without any FISA representative present. They still hadn't arrived.

CONTRADICTION

All the problems were raised. Among them was the complicating fact that FISA covered FOCA by confirming by telex that the entries of a second Copersucar and a third Tyrrell had been made during June. But it seems that the evening before both Tyrrell and McIntosh (Copersucar) had accidently mentioned that their entries didn't fulfil all the conditions laid down by the FISA. That, incidently, was before anyone mentioned pre-qualifying. But all the same, id adds up to a contradiction. Equally, it's always been said that communications between the two sides of the Atlantic is rather difficult.

At the end of the meeting, the appeal tribunal took their decision, recommending the organisers to accept a 29th car... an Alfa Romeo for example. That decision was made known to Alfa Romeo very early on Saturday morning.

All the same, an extra car could not be accepted unless all the other entrants agreed. *"Apparently the problem had caused such a fuss that everyone felt rather concerne,"* said Sage. *"No one refused to sign the agreement."* So an Alfa Romeo went out to practice at ten 'o' clock on Saturday morning.

The situation was relatively complex in its unfolding, but at least it was fairly satisfactorily resolved. There remained one or two questions on the political methods involved, but is was interesting in that it may well have had an effect on the future of Formula One. As expected, the entry of the big car constructors to Formula threatens to modify its structure.

WHAT'S BERNIE ECCLESTONE'S ROLE?

The first question that sprang to mind at Montreal concerning the two extra cars entered by FOCA members was who said they were coming? Remember that the three big car manufacturers recently asked FISA to give a guarantee on the longevity of certain technical regulations. By doing so, they also reinforced Jean-Marie Balestre's position in his stand against Bernie Ecclestone. It might be suggested that the Daly and Ribeiro entries were part of FOCA's revenge in order to upset Alfa Romeo's participation. *"I don't think that you have to look for any particular political maneuvre,"* said Jean Sage. *"These two entries weren't part of a plot. We agreed on them on the condition that they didn't cause Alfa Romeo to pre-qualify because they've taken part in quite a few Grands Prix this year."*

Marco Piccinini was also emphatic on the subject: *"I don't think that it had anything to do with a policital move. In principle, there's no great war between the major manufacturers and FOCA. On the contrary, we'd like a closer association with them."*

However, Carlo Chiti's number one target on Friday morning was Bernie Ecclestone. Was the Brabham tea manager responsible for the affair? Jean Sage thought not: *"Bernie Ecclestone has surprised me more and more as I've got to know him better. I've taken part in two FOCA meetings and I'd say he was a moderate within FOCA. There are other constructors who are a lot more virulent."* Piccinini reckoned that the blame should be laid elsewhere: *"this situation has come about due to a number of misunderstandings and discretionary decisions taken mainly by the organisers and the sporting authorities."* And by FOCA too?

SOLIDARITY

For the second time since their original plea to FISA in August, the three big constructors have shown that they have a common front. Jean Sage explained Renault's role: *"Alfa Romeo is a major car manufacturer who is taking a big risk by going into Formula One, as we did two years ago. I don't think that the Alfa Romeo directors would have taken too kindly to the fact that their cars couldn't practice because a second Copersucar and a third Tyrrell had taken their place. It could well have caused the directors to take a drastic decision which might well have been fatal for Alfa Romeo's racing programme."* Marco Piccinini couldn't give us the same answer, no doubt because of his alliance to Ferrari: *"We didn't support Alfa Romeo just because it was Alfa Romeo. We supported them because of unjust discrimination."*

But the whole business has created a precedent. The three big car constructors form a third force, between FOCA and FISA. Did the fact that Alfa Romeo went out on the track on Saturday mean that FOCA had climbed down? *"I don't think so,"* said Sage. *"On the contrary, FISA backed up FOCA in this case. That signifies that the pact between them is working. Unfortunately it worked against Alfa Romeo."* Piccinini prefered not to comment on the FOCA-FISA relationship.

But the fact that Brambilla did take part may have constituted a victory for the new third force. *"It's a semi-victory,"* admitted Sage. Pic was more evasive: *"It's not really a victory for Alfa Romeo, nor for Renault, nor Ferrari, nor a coalition. It's a victory for justice."* Does that mean that justice didn't influence the pre-qualifying sessions in 1978? □

NIKI LAUDA TAKES FRENCH LEAVE

He left the scene as he drove when he was still in it: making brutal decisions, and abiding by them whatever the consequences and comments. But the way in which he did it was surprising: Niki slipped away as though he didn't want anyone to tonice, and he was se good at it that first of all the impression was of incredulity. But when the evidence was studied, it was quite clear: Niki had indeed retired from the sporting scene.

by Giorgia PIOLA

On the Friday before the Canadian Grand Prix, we met Sante Ghedini, Parmalat's public relations man, half an hour before the start of the second practice session. *"When can we ask Niki some technical questions?"* we asked him. His answer intrigued us: *I'll see you later and give you a story that will be quite a bombshell."*

A few minutes later, an Argentine colleague showed us a press release announcing that Brabham Number 5 would no longer be driven by Niki Lauda but by Riccardo Zunino.

The session began. There was the usual bustling in the pits. Brabham Number 5 remained stationary and empty. Everyone thought that Niki was getting himself ready in the motorhome.

The minutes passed. We began to ask questions. We demanded an explanation from Bernie Ecclestone. He gave the following evasive answer : *"Niki is otherwise occupied. Perhaps he'll practice tomorrow."* Later we considered whether Bernie himself knew any more than we did.

The uncertainty of it all was accentuated by Zunino's absence. Ecclestone sent someone off to find him, but he'd disappeared. But a quarter of an hour before the end of the session, Zunino, dressed in Lauda's overalls and helmet, settled into the Brabham's vacant cockpit.

Niki's absence was beginning to look more like an escape than simple retirement, as though the police were after him or something. At that time, he hadn't given any reasons for disappearing. He'd simply said to Bernie Ecclestone and Sante Ghedini: *"my heart's no longer in it, I'm retiring"*. So everyone started to ask questions. No one really believed it. Fifteen days earlier, in beating the Ferraris at Imola, Niki has surely proved that he was still the great Lauda.

But when one asked other drivers as to what he thought of Lauda quitting, the first reply was almost always the following: "well, is it true or not?"

PRECEDENTS

People who knew Lauda well weren't surprised. It was his style. Niki is a basic and straightforward man. When he makes a decision, he stands by it, whatever happens. He's already demonstrated that fact. It wasn't the first time that Niki had done something on the spur of the moment.

Remember his retirement in Japan in 1976 when he was in contention for the World Championship. That day, when one asked him why he'd pulled out, he plainly admitted that he was frightened. The Ferrari team said that they'd back him up should he want to say that it was ignition failure, but he refused that excuse.

The way he slammed the door behind him when he left Ferrari in Canada in 1977 is another example. It's another action on the spur of the moment.

All the same, the way in which he quit racing in the middle of practice for a Grand Prix certainly surprised people and deserved an explanation. Niki gave on a little later. *"I had my doubts about racing that morning. I've been thinking about retiring for some time. All of a sudden, driving the new Brabham, I realised that driving a racing car was no longer something I enjoyed doing, it almost bored me. After a few laps, I got out of the car and told Bernie Ecclestone so."*

To tell the truth, if one is to believe the rumours, Niki had implied to a Swiss journalist that very morning that he would retire. *"Tell me Niki"*, he began, *"what great news have you got for us this morning?"* A question about driver changing within teams. *"I'm announcing my retirement"*, replied the Austrian driver. The statement was more a throw away line of a joke and our colleague treated it as such.

MONEY ISN'T EVERYTHING

One wonders why Niki Lauda didn't honour his contract. After all, the season was nearly over. *"You have stop when you no longer want to race"*, he explained. *"Anyway, my aviation company is more important to me than race driving."*

It seems that Parmalat had offered him a really lucrative contract for next season. But money didn't enter into it. Niki simply didn't want to race cars any longer. Emerson Fittipaldi understood his reasons: *"I can see what he means, because I'm almost in the same position. We've both won a lot, not only in cars but also in terms of money. It may be an extraordinary thing to say, but even a million pounds has little effect on such a decision. You have to stop when you no longer want to drive, because that can be as dangerous for yourself as for the others."*

Niki Lauda's simple explanation wasn't enough for most people, they thought there had to be another reason, something deeper, the 'real' reason. And everyone had their own theory. Nelson Piquet had come on in leaps and bounds, and was sometimes quicker than Niki, could that have discouraged him? John Watson, who is one of Niki's personal friends after their season together last year, has this to say on the subject. *"I don't think the atmosphere in the Brabham team suited Niki. Bernie likes to play with his drivers, maneuvre them, play one off against the other. That's not the way to deal with Niki, but I don't think that was the only reason."*

HIS SECOND SALVATION

Others who were close to Niki put forward the theory that his enthusiasm for flying had simply taken over from motor racing. Before leaving Montreal, the Austrian spoke to a number of journalists, as well as to his personal confidant Sante Ghedini who will continue to be associated with Lauda in his business. Ghedini has been involved with Lauda since he first joined Ferrari.

At the hotel, Niki also met Arturo Merzario, the man who saved his life when he pulled him out of his blazing car at Nurburgring in 1976. Niki and Arturo talked for some time. *"At the 'Ring, my life was saved for the first time. I've just saved my life for the second time, today"*, he confided to Little Art. As well as losing his interest in driving, it seems that Niki was also no longer interested in taking risks.

His first phone call to Europe was to Callisto Tanzi, the Parmalat boss. He completely understood his driver's reasons, and agreed with them. Bernie Ecclestone did aswell, once he'd overcome the shock. He put a brave face on his misfortune, praising his ex-driver for his courageous decision.

The second phone call was to his wife Marlene. He wanted to give her the news as quickly as possible. His first words were as follows: *"tell the maid not to bother to clean my overalls."*

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WATKINS GLEN EXTRA

by Mario LUINI

JACQUES LAFFITE'S SAD WEEKEND

The weather was good at eleven 'o' clock on Saturday morning at Watkins Glen. The previous day's rainstorm was forgotten. Everyone was ready to get down to hard work. But one driver in particular was the focus of attention. Each time Jacques Laffite left the pits, the watches clicked. And each stop was followed by a new improvement. The Ligier JS 11 had appeared to have found its sparkling South American form in North America. Even Jones, despite his efforts, appeared to be beaten.

From the outside of the fast chicane designed to cut speeds in the S bend that was fatal for François Cevert, the sight was remarkable. The Ligier was glued to the track like a slot car. Laffite was taking the big righthander as though it didn't exist. One's heart jumped, one held one's breath each time he went through. At that speed, surely it was impossible to take the chicane. Yes each time, the blue car, sitting down on its suspension, prepared for the corner and with remarkable precision, almost seemed to ignore the obstacle and was already accelerating away to the next corner. It was amazing.

There were only eight minutes left of practice. Laffite had stopped and was back out again. He seemed to be still faster. On similar tyres, he was 1.2 seconds quicker than Jones. It was a tremendous demonstration. But suddenly the car seemed to twitch. There was scarcely time to register that something was wrong. The eye took it in before the mind had to time to realise what was going on. As the Ligier was chucked to the right at the entry to the chicane, it swerved. Laffite counteracted with opposite lock.

But scarcely had it changed direction for the left out of the chicane, leaning heavily on the right suspension, than the rear left wheel came off. Another struggle to control the car. The Ligier hit the kerb, brushed the catch fencing before falling back onto the track a few inches from the fencing. All this at 120mph. It was a small miracle. Laffite was furious. It was the first time a Ligier had lost a wheel in four years. The hub had broken.

The mechanics tried to repair it in time. But the engine wouldn't work, the ignition had thrown itself out of adjustment. Jacques had to qualify in the spare car, clearly less competitive. In the morning, driving his own car, he'd done 1'36"1 on race tyres. In the afternoon, using the spare, he could only do 1'37"06, in spite of qualifying tyres. Jacques had probably missed his fifth pole position of the season. And to matters worse, a fuel leak set fire to his car which cut short practice.

But his morale was still high. *"For the race tomorrow I shall have the better car, that's all that matters."* Jacques was fastest during the Sunday morning warm-up, in front of Jones and Villeneuve.

And then down came the rain. Laffite didn't like that much. Furthermore, it was a disadvantage for the Goodyear drivers. He had a good start, but immediately lost ground. *"The car was set up too hard, it was difficult to drive."* Then Jacques spun in the final corner of the third lap and stalled in the mud when trying to restart. Then the engine wouldn't restart.

So it was all over, a sad weekend, and a sad end to a promising season.

JOCHEN MASS: NON-QUALIFIED

Jochen Mass has been a different driver this year. Since the start of the season, he and Riccardo Patrese have been conducting a little inter-Arrows rivalry, with the elder driver often coming off best. For that reason perhaps, his two non-qualifications at Watkins Glen and Montreal mitht have been surprising. But on the other hand, they were the logical conclusion following certain decisions within the team. They were eager to continue development with the A2, to explore the world of third generation wing cars even more.

In Montreal, Patrese qualified in 14th place driving an old A1, which had been resurrected following Riccardo's good non-championship Imola race. There he easily overtook Jarier's Tyrrell 009. Mass used the A2 which wasn't good in the slow corners and he suffered non-qualification because of it.

Both drivers were using A2s at Watkins Glen. Patrese had a normal version, but Mass' car was wingless. Remarkably, the car went quite well, particularly in the mid-speed corners like the chicane, but over a lap as a whole, it wasn't quick enough. Patrese was only 19th quickest and Mass didn't start.

SURER: DIFFICULT INITIATION

The new European Formula Two champion started his first Grand Prix at Watkins Glen. In the steps of Dally and Gaillard, Marc Surer was able to judge just how far Ensign are behind the top teams. But for Marc it's either the Enseign or nothing. Curiously enough, the Swiss was wandering around on Saturday at the Glen very much down-in-the-mouth, even though his team were rejoicing that he'd qualified 21st in front of Tambay, Fittipaldi and Ickx. But it was scarcely to his satisfaction.

"The car is basically old in conception," explained Marc. *"The monocoque is too big so that it's not a real wing car. It's also 50 kilos overweight. It's a shame because I think that the basis is good."*

Another problem with the Ensign is that of all the Formula One cars, it is the one whose skirts are the least efficient. That's noticeable around the circuit, even on the straights. The skirts simply don't travel over the bumps of the circuit. It's certainly got something to do with the irregular and unpredictable handling of which Surer complains.

JACKY ICKX: GOODBYE TO A GENTLEMAN

Sunday afternoon at 3.30. Jacky Ickx had taken off his race overalls and was watching the last phases of the Villeneuve-Jones duel from the deserted Ligier pit. His last race had been remarkable. He was on the back row of the grid yet was 14th on the first lap and 12th on the second. But sadly for him, and everyone else for that matter, that's as far as the demonstration got. At the end of the third lap, he spun after touching Daly's Tyrrell. His engine stalled and wouldn't restart. So Ickx ended his career on a day when the track conditions would seem to have been to his advantage. As a specialist wet weather driver, he could well have gone out on a really high note. Within the space of a few minutes, we had seen Ickx in his element, like the young man of some years ago whose sensitive style had caused him to be christened the "King of the Rain."

Other have retired full of bitterness. Jacky smiled while explaining, without apparent nostalgia, the reasons for his decision. It's been a decision that has become more and more pressing throughout the season, and one that has only been encouraged by the opportunity to work in a top team like Ligier where he replaced Patrick Depailler.

"I think that if we were using similar cars, I would be only half a second slower than a number one driver like Jacques Laffite. It's this half second that represents the difference between a potential winner and other drivers, and I don't think that I'm capable of finding that half second. You have to be very determined, and I'm not any longer. Furthermore, I don't think I'm sufficiently competitive and at this stage, the best thing is to quit."

The only exception to this self-imposed retirement will be Le Mans which Ickx reckons he can still win and which he'd like to win for the fifth time. Otherwise, he'll be occupied with the admistration of the new Spa-Francorchamps circuit which he hopes will be the scene of the 1981 Belgian Grand Prix.

DE ANGELIS: THREE POINTS AND $320,000

Elio De Angelis was delighted at the end of the United States Grand Prix East. He'd just finished fourth and claimed his first points in the World Championship.

"Finally," he exclaimed as though he'd just been let out of prison. *"I've waited a long time for it, but I've just had my first good result. Finally."*

Elio was just like a kid. This flattering result was certainly greatly due to the large number of retirements in front of him, but Elio drove a lively race, dicing with Watson and Tambay at the start of the race, and later with Pironi. But there was another point to consider. He's been rightly and often criticised for the number of accidents he's had, but at Watkins Glen he kept the car on the track in very difficult conditions.

Don Nichols was equally happy with the result, considering its value. Elio's three points put Shadow into the FOCA top 20 for next season, which means a saving of $320,000 in transport costs!

PIQUET'S HOPES

He could and should have finished third at Montreal. No one knows for sure what would have happened at Watkins Glen, but he started from the front row of the grid and his Brabham had shown promise. In brief, Nelson Piquet may not have had much success in North America but he finished the season on an optimistic note. He also knows that he's going to be using competitive material at the start of next season.

"The Cosworth engine's advantage is that you have a car that's lighter because you don't have to carry so much fuel," he explains. *"And furthermore, the quality of engine preparation is constant while the V12 Alfas were irregular."*

The first two races for the BT 49 certainly showed promise. *"We really worked hard to have three cars in North America,"* explained Gordon Murray, *"and that meant that we didn't have enough time to do much testing before we left England."* □

Piquet demonstrated the potential of the Brabham BT 49.

De Angelis: his last race was the best

First Grand Prix for European Formula Two champion Marc Surer...

...and final Grand Prix for Jacky Ickx, the last of the gentlemen drivers.

END OF TERM

by Maurice HAMILTON

Sunday morning was tough on the Bell Captain. The foyer of the Regence Hyatt, a 28 storey smoked-glass tower of wall-to-wall comfort, was normally a place where the bell boys could trundle their luggage barrows without hindrance. Sunday morning, race morning, was different. The Bell Captain's domain was a mass of people, idling, chatting, sitting, running, looking, gossiping. Receptionists punched furiously at their computer keyboards as they dealt in sophisticated technology that tended to confuse more often than not.
The elevators regularly spewed out people wishing to settle their bills, leave messages, meet friends, have breakfast, call a cab. Outside, a few motor racing fans, identified by anoraks covered in a patchwork of badges, waited for drivers as they left for the track. The atmosphere was congested-but relaxed, in keeping with the approach of the end of the motor racing year.

The Regence Hyatt had to be the focal point for any self-respecting enthusiast, despite claims to the contrary by the Meridian hotel—a sprawling monument to poor taste which wrapped itself around a shopping precinct in the middle of Montreal. The shopping plaza below the Meridian was the 'paddock' for over 100 soap box derby trollies roped off for public display prior to a 'race' on Saturday. There were even scrutineers present, although their task was made somewhat difficult by one or two of the entries which seemed to go beyond the bounds of technical reasoning.
Some were beautifully sculptured devices, carefully thought out down to the last piece of carpet tacked to the cockpit interior. Others were a hastily thrown together jumble of packing cases parked alongside machines which were the subject of much thought and many man-hours—like the two bicycles welded together by a stout frame with the driver steering from a central cockpit. Many were painted red, and even more bore the number '12'. One boy had gone to the trouble of fashioning his papier-maché bodywork into the shape of a T4—well, almost, give or take a wrinkle or two. Two mechanics worked fastidiously inside the roped off area and a small crowd gathered to watch as though it were the Ferrari mechanics fettling Gilles Villeneuve's very car. The 'race' on Saturday morning boasted a turnout of the local majorettes dressed in appalling pink and mauve outfits. Anything connected with the Grand Prix, no matter how loosely, was big news. Montreal was in the grip of Villeneuve Fever—despite the fact that the championship had been decided in favour of his team-mate.
There had been a relaxed mood ever since the chequered flag fell at Monza. Indeed, teams had arrived at Heathrow as though they were off on a ten day North American holiday that was to be interrupted by motor racing. The feeling of being on a package tour was heightened by coaches laid on by the organisers and waiting at Montreal airport. Many of the teams unloaded at the Hyatt—much to the agitation of the Meridian. The two hotels had waged a year-long war for the right to host the Grand Prix. The Hyatt did the honours in 1978 but the Meridian had won the bidding to house this year's race organisation and its computers. They had won that battle—but they lost the war.
The Hyatt had the drivers and the glamour and the hotel management could scarcely stiffle satisfied grins when they learned that Gilles Villeneuve had booked himself in for the weekend in a bid to escape from the pressures surrounding his home at nearby Berthierville.
Jody Scheckter, on the other hand, was to be found in the lounge of the Meridian late on Wednesday night. With a sweater draped over a Ferrari shirt, the new champion sprawled across an easy chair. He talked about the tennis match in Birmingham at the beginning of the week (see page 50) and went on to reflect on winning the world championship. The realisation had barely dawned. *"It's the little things that bring it home,"* he said. *"Like when someone reminded me that I will wear number I next year."*
He was asked if his enthusiasm would be the same for the two North American races; would he need to win that badly now? *"Yes, I do want to win and, although it would be nice for Gilles to win in Montreal, I really want to do it at Watkins Glen,"* he said as he sipped a Labatts Blue. *"How about Imola?"* someone asked. *"I didn't want to go there at all,"* came the usual forthright reply. *"We had fewer tyres than usual and I didn't practice for as long as I could have done. But when the lights went green, I really drove hard and I was mad because the car felt bad. Once the race starts, its impossible to cruise."*
Nevertheless, the mood in the Ferrari pit on Friday was, well, decidedly less urgent compared to Monza for instance. On one occasion, Jody stopped to have his rear brakes attended to. It was a lengthy process and, while the mechanics worked methodically, Jody sat quietly in the cockpit. No arm waving; no stabbing inquiries; no stalking round the car, hands on hips, brow furrowed. Slowly, very slowly, Scheckter eased his head back against the restraining pad. Tomaini walked across from the pit rail and held a note in front of the narrow window in the white and yellow Bell helmet. No reaction. He continued to hold the note for some seconds before waving it to attract an answer. No answer. Tomaini stooped over the cockpit and peered into the yellow padding to find Scheckter, with his eyes closed, enjoying a break from the battery of cameras and tape recorders. Tomaini tapped his helmet and Jody returned to the business of practice and the Canadian Grand Prix.
Bernie Ecclestone, dressed in a casual turquoise turtleneck as opposed to his usual immaculate white team shirt, walked quickly past Scheckter's Ferrari, Brabham-Ford number 5 sat motionless in the pit lane. Its driver had returned to his hotel, the Hyatt of course, to announce his retirement. Later in the day, residents looked on in mild curiousity as Sante Ghedini was hemmed against the door of the cocktail bar by journalists. The bar itself was buzzing with speculation about Lauda's actions which added further spice to the end of season gossip. Practice times and the race seemed to be of minor importance.
By Sunday morning, the story was much clearer. Ricardo Zunino was one of several drivers in the hotel lobby. To the left, a group of Americans gathered wearing outlandish clothes and circular red badges identifying their group. At 9-05am, the Bell Captain announced that 'the FS Services Lawrentian tour is leaving now' and the delegates filed through the swing doors towards the waiting Murray Hill coaches. Caught among them was an attractive brunette accompanied by a slightly built lad wearing a casual jacket, his hands stuffed in the pockets of his denims. Unnoticed by enthusiasts with autograph books poised, Gilles Villeneuve, the toast of Quebec, the man on the front page of the Montreal Gazette, ambled with his wife Joann into the deserted Place de Vitre running alongside the hotel. They climbed into a Fiat Ritmo, Gilles adjusting the driving seat before manoeuvring round one of the coaches. A lumbering taxi cab bounced and wallowed along the street, the driver blowing his horn at the Ritmo. Before the cab was even remotely close, Villeneuve had darted left and disappeared among the traffic aiming towards the circuits. His drive took him along a three-lane autoroute skirting round a towering flour mill before sweeping past the mound of 'Habitat' box-like homes and crossing the Concordia Bridge onto Ile St. Helene followed by Ile Notre Dame. The manmade islands were built for Expo 67 from the workings of the Montreal Metro tunnels and the underground route was the way to travel to the circuit without a doubt. Take the ride from the Victoria Station under the Hyatt hotel to Ile St. Hélène for example.
The station platform was clean, almost clinical. No posters, no chocolate machines, no graffiti. Warm air carried piped music across the deserted platforms as a train swished into view, porpoising gently on its pneumatic tyres. The doors rolled open and the dozen passengers almost tip-toed on board and took their seats. It had to be the most comfortable and unusual way of going to a motor race. The tempo increased at Berri-Demontigny station—the central point in the simple underground network. Switch to the Longueuil line and join the flow of 'race fans' pouring onto another clean train. *"Okay you guys!"* shouts a fat boy dressed in patched jeans and stout walking boots as he leaps to his feet at Ile St. Hélène. The crowd are in good spirits as they struggle with their picnic baskets to a chorus of *"Villnoo-Villnoo"*.
Emerging from the station is like arriving in another world. There are masses of people; programme sellers shouting at the top of their voices; the background roar of a supporting race in full flight. "J'ai la fièvre Villeneuve" say stickers thrust in your hand as you cross the bridge stradling the grey, churning St. Lawrence and follow the well-marked signs. It's like a modern version of the Crystal Palace track and while the crumbling pavilions form an unusual backdrop for a motor racing venue, it would seem that Montreal has established itself as host of the Canadian Grand Prix. The Hyatt hotel would share that opinion. *"The good thing about the racers is they're gentlemen,"* said the hotel's security officer. *"You ought to see what happens when we get a big football game in town-boy, they jus 'tear the place apart, no kiddin'. As a matter fact, we got one next weekend."*
Sounds like another tough Sunday morning for the Bell Captain. □

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BRABHAM-FORD BT 49 : ALONG BT 44 LINES

Brabham have returned to the Ford Cosworth engine after four seasons with Alfa Romeo. It almost seems as though those four seasons that have interrupted the Brabham-Cosworth association have never existed. The new BT 49 seems to be a perfect continuation from the BT 44 in terms of simplicity, tidiness and finish. That's Carlos Reutemann's view who reckons that the BT 44 is one of the best Formula One cars of recent years.

by Giorgio PIOLA

Gordon Murray was looking satisfied in the pits at Montreal. Everyone was coming up to him and complimenting him on his latest creation. The BT 49 is really a novelty. It retains the principle structures of the Alfa Romeo-powered BT 48, but otherwise is very different. At first glance it seems to be very clean and compact. Gordon Murray explains his new car : *« it's true, the BT 49 is shorter by 38 cms. The wheelbase is also 10 cms shorter. It's the front of the car that makes it look more compact because the nose is shorter and more rounded than that of the BT 48. On the whole, we've gained a lot in tidiness of the car thanks to the Cosworth engine which is simpler. We've gained 15 kilos in terms of weight with empty tanks. We could have gained more but I wanted to reinforce the front of the car to improve driver safety. When the fuel and oil tanks are full, the weight saving is 50 kilos because the Cosworth engine uses less fuel. »*

The chassis seems to be the same as the BT 48, but that's misleading. Murray explains : *« the monocoque is completely new. We've changed the fuel tank for example, and lots of little details in construction, the engine mountings for instance. The oil tank is no longer between the fuel tank and the engine, but is now in the space between engine and gearbox. »*

The BT 49 uses carbon fibre instead of aluminium as did the BT 48, with weight saving obviously the aim. The aluminium fuel tank, for safety reasons, is also covered in carbon fibre.

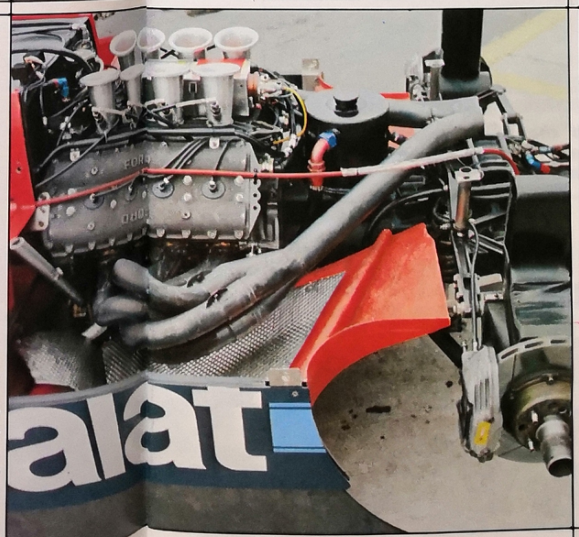
The BT 49 suspension seems very similar to that of the BT 48. The aerodynamics, on the other hand, have been very much revised. In fact the bodywork seems very similar to that of the BT 48B which appeared at the Race of Champions last spring. The problems running the BT 48 prevented further development of the bodywork, but it has been used with success on the BT 49. The main difference involves the positioning of the oil and water radiators which are inclined thanks to their smaller dimensions. It was because of the radiators that the BT 48B couldn't be further developed. The radiators needed by the Alfa V12 engine were that much bigger, and they had to be horizontally mounted. With the smaller bodywork the cooling wasn't sufficient.

The BT 49's side pods are similar to those used on the Williams FW 07. They consist of three different parts which allows various different combinations of profile beneath the car. The new Brabham is also devoid of extractors in front of the rear wheels which is the form with most the current cars. It seems that wind tunnel work has obtained good results, but that isn't the case on the track.

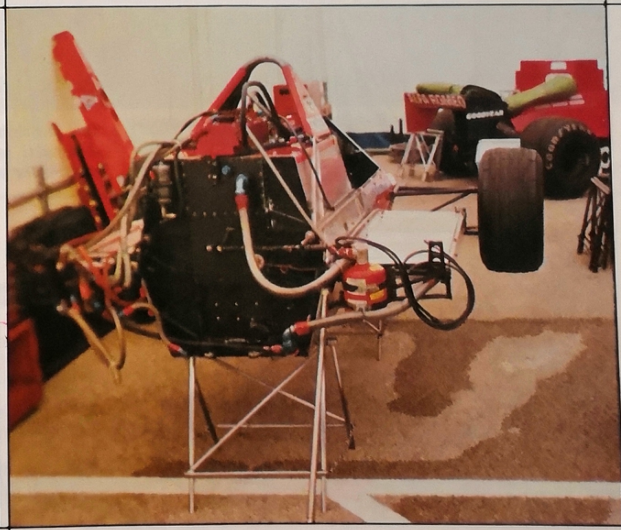
The BT 49 still uses Girling brakes with a single caliper per disc. The rear brakes are mounted outboard as they were on the BT 48. Remember that the BT 48 was the first of the current single seaters to use this configuration. □

The BT 49 is much shorter, more compact and tidier than the BT 48. Note the shorter nose cone.

The BT 48 and 49 chassis are similar, but the radiators are mounted differently. They're inclined on the 49 and horizontal on the 48.



The oil tank is mounted between the engine and gearbox on the BT 49. The older car's tank was fitted behind the fuel tank within the monocoque.



FILM OF THE CANADIAN GRAND PRIX

Alan Jones' domination couldn't have been greater: a win from pole position, with the lap record as well. However, such success was hard-won. For a start he had to take the lead from a very much on-form Villeneuve, and then the little Quebec driver kept up the pressure right to the end. Clay Regazzoni, after a lonely race, backed up the Williams win with third place.

1 - *Alan Jones starts from pole position. Everyone considers him favourite to win the Canadian Grand Prix.*

2 - *They've just started. Villeneuve is quicker off the line than Jones, while Scheckter takes to the grass.*

3 - *Jody has all four wheels on the grass and stays there for a few yards before regaining the track.*

4 - *Villeneuve, Jones, Regazzoni, Piquet: that's the order after the first few corners.*

5 - *Behind the four leaders, Laffite, Pironi and Andretti lead the big bunch in front of Arnoux, Jabouille and Stuck.*

6 - *Arnoux is caught by Reutemann who will overtake him on the seventh lap.*

7 - *Regazzoni is overtaken by Piquet on the seventh lap too, but the Swiss driver stays close behind.*

Jones being quickest in practice with Villeneuve second quickest surprised no one. Everyone knew that the Williams and Ferraris would be utterly competitive. The biggest surprise though was Nelson Piquet's fourth fastest time in a completely new car. To a slightly lesser degree, Pironi was an unexpected sixth fastest. On the other hand, the Renaults, were slightly disappointing considering previous Grands Prix (Jabouille seventh, Arnoux eighth) but Scheckter was even more uncompetitive, down in ninth place with road holding problems.

The narrow if quick S immediately after the start made onlookers somewhat wary of the start. This part of the track could easily cause a big accident. But perhaps because of the weekend's discussions about safety, or maybe the end-of-season atmosphere prevented a first lap accident. All 24 cars got through, and indeed, surprisingly enough, all 24 were still there on the eighth lap.

But back to the start. Cheered on by the crowd, Gilles Villeneuve took off quicker than Jones and was already in front after a few yards. The usually slow starting Renaults held up Scheckter further back, and the South African took to the grass, losing quite a few places immediately. He was twelfth after the first lap. Villeneuve and Jones were already a little in front of Regazzoni and Piquet, in turn followed by Pironi, pressured by Laffite, Andretti, Arnoux, Jabouille, Stuck, Reutemann and Scheckter.

The race began to settle down. Villeneuve and Jones were out in front trying to pull away from a second duo (Regazzoni and Piquet) who were shortly to become a trio for Laffite overtook Pironi on the second lap and was catching the Swiss and Brazilian. On the third lap Pironi also lost a place to Andretti.

By the fifth lap, the situation was even clearer. Behind the first five (Villeneuve and Jones in one group, Regazzoni, Piquet and Laffite in the second), Andretti led the rest in front of Pironi, Jabouille (who had overtaken Arnoux on the fourth lap) and Scheckter who was coming up through the field very well, overtaking driver on each lap. That's how he got by Reutemann, Stuck and Arnoux. But the new World Champion wasn't finished yet.

A cautious start.

Behind Scheckter, Arnoux was tenth in front of Reutemann, Stuck, Brambilla and Jarier. Then came another gap to the second big bunch led by Patrese in front of Ickx, Daly, Rebaque, Tambay, Watson, Lammers, Zunino, Fittipaldi and De Angelis. That's how it stood on the fifth lap.

Quite clearly Alan Jones wasn't trying his utmost to pass Villeneuve. Rather than follow the Ferrari closely, he was happy to sit about a second behind, saving his engine and brakes and watching for the slightest mistake.

But the Ferrari driver seemed quite at ease, and wasn't making mistakes. To his home crowd's joy, he stayed in front. Further back, Piquet was going well. He overtook Regazzoni on the eighth lap and began to catch the leaders at a fifth of a second a lap. Laffite, however, couldn't keep up his early race pace, pitting on the tenth lap

→

8 →

8 - Reutemann continues his climb through the field. He overtakes Stuck and Arnoux, and here he's in Pironi's slipstream before overtaking him on the tenth lap.

9 →

9 - René Arnoux has just retired from ninth place. Hans Stuck, without brakes, hit his car.

10 →

10 - Zunino has tried a number of times to overtake Tambay at the hairpin before the pits. He finally manages it on the 17th lap.

11 →

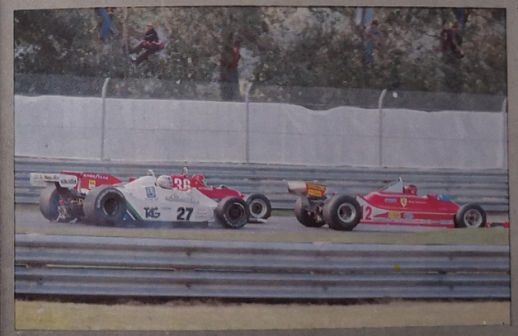
11 - Villeneuve and Jones are alone out in front. The Williams driver waits and tries to force Villeneuve into making a mistake.

12 →

12 - Watson followed Brambilla from the 40th lap. He overtakes him on the 49th lap.

13 →

13 - Nelson Piquet is in a good third place, but he's soon to retire with gearbox trouble.



14 →

14 - Villeneuve still leads in front of Jones but not for much longer. The order is reversed on the 51st lap.

15 →

15 - Jones, Villeneuve, Regazzoni: a logical result. Gilles was the most applauded of course.

with a broken valve. And who should take over fifth place behind Regazzoni? None other than Jody Scheckter after a tremendous climb through the field. Ninth on the fifth lap, then eighth a lap later when he overtook Jabouille, and then he took Pironi and Andretti.

Carlos Reutemann was also going well, overtaking Stuck, followed by Arnoux, Pironi and Andretti. He gained from Laffite's trouble, then Jabouille's too, and found himself in sixth place. He had been eleventh on the first lap.

While the first four places remained stable, fifth place changed when Scheckter stopped in the pits to change all four wheels on the 15th lap. That let Reutemann up to fifth, with teammate Andretti some way behind in sixth. Next up were the Tyrrells of Pironi and Jarier, the latter having leapt up two places when Stuck and Arnoux collided and retired on the spot.

For a while it seemed that Nelson Piquet would soon join Villeneuve and Jones at the front. He was catching them, but then on the 27th lap, when just a few lengths behind, he started to lose

The two leaders bang wheels.

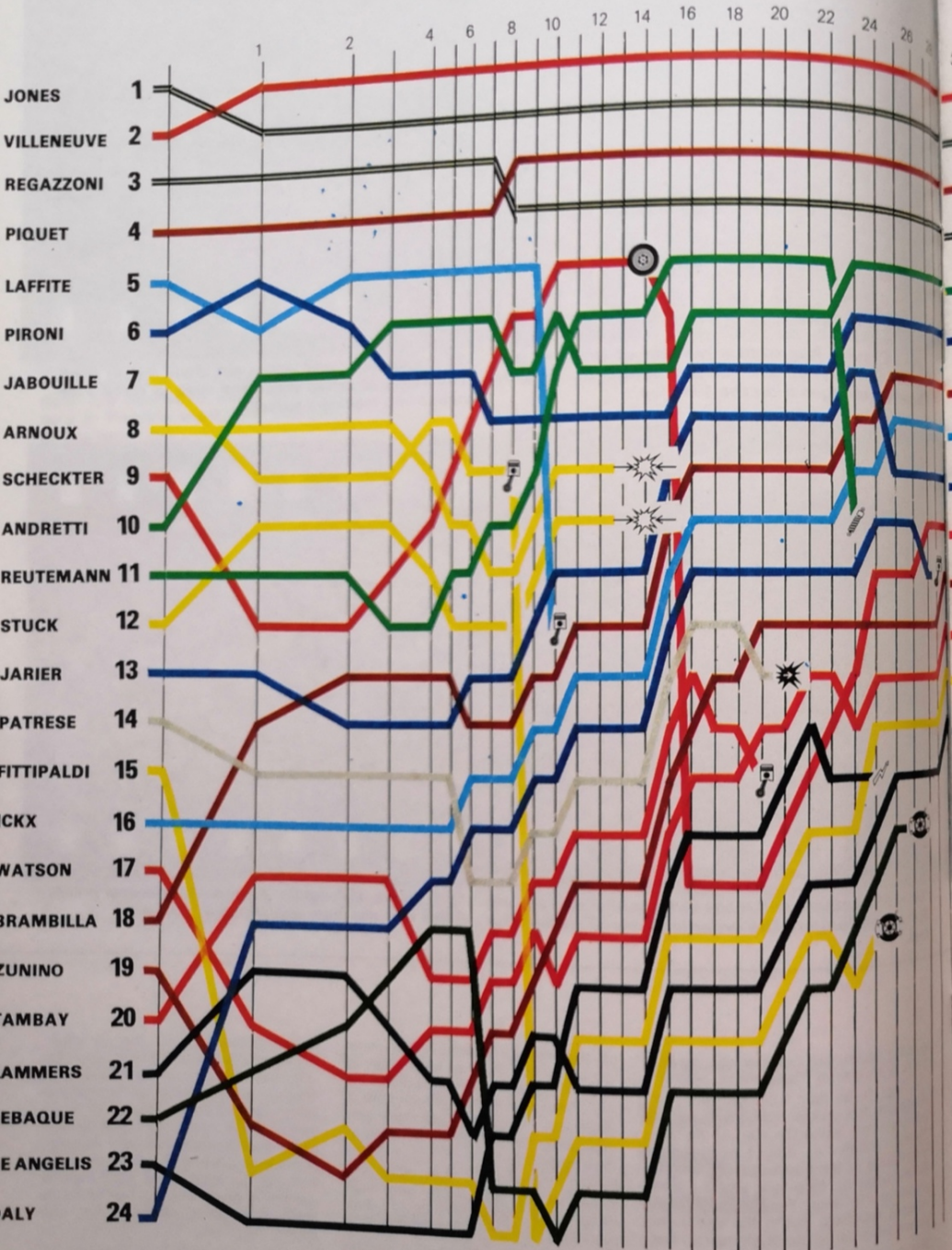
ground again, but nevertheless, he held on to a sure third place.

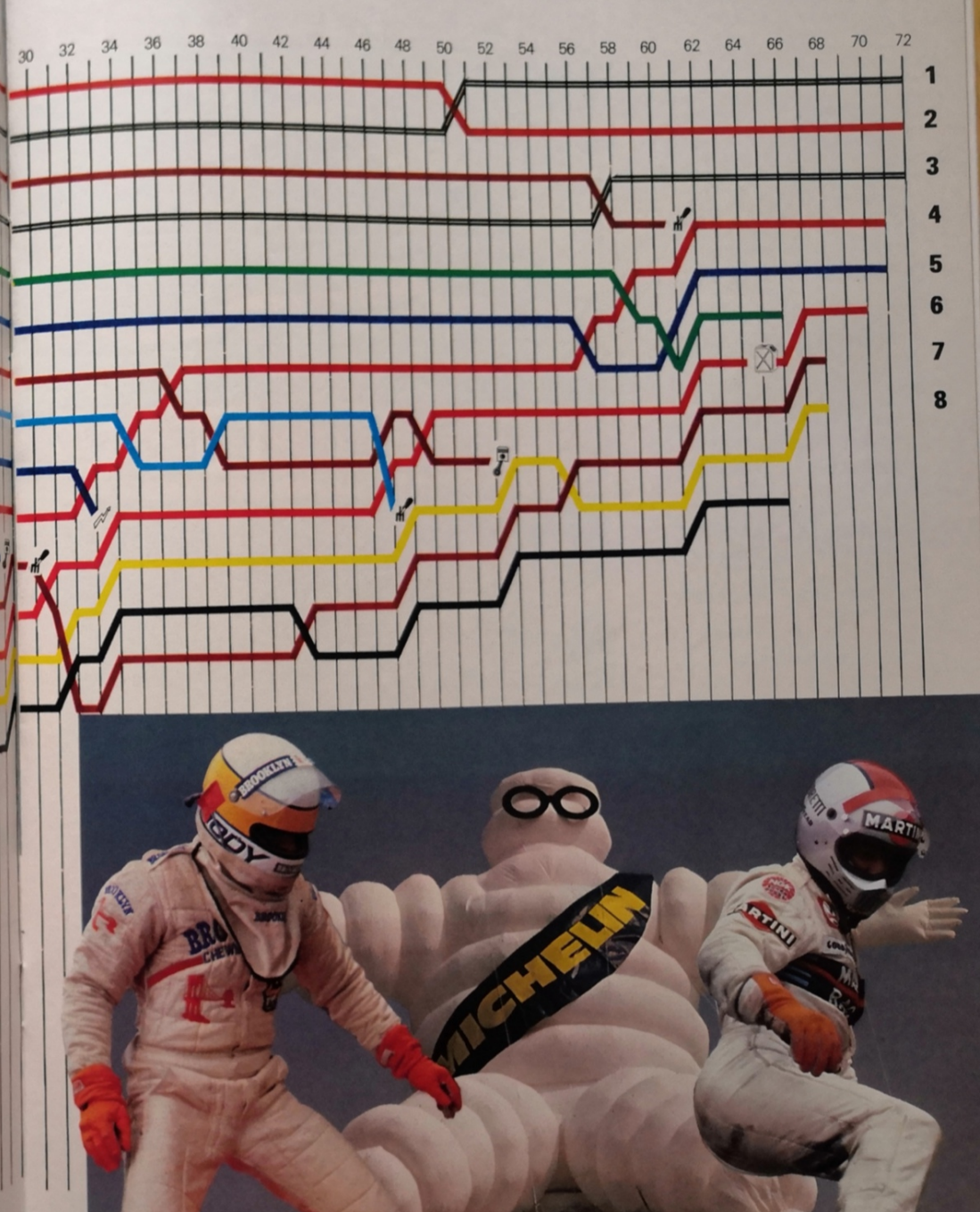
On the 51st lap, 15 laps after half distance, the crucial moment came. For the first time since the start of the race, Jones made a move to overtake Villeneuve at the hairpin before the pits. Gilles tried to stop him without really shutting the door. Ferrari and Williams wheels touched, but in the end it was Jones who came out of the hairpin first.

The Australian then seemed to have the race won. Although Gilles never gave up, the Australian pulled out a couple of lengths a kept that as his margin of error. And that's how they crossed the line, Jones just over a second in front of Villeneuve. Regazzoni was the only other driver to finish on the same lap as the winner.

Behind the leaders the race was somewhat dull and places were won because of retirement rather than overtaking. The worst luck befell Nelson Piquet who was robbed of a certain fourth place when his gearbox let him down on the 61st of the 72 laps. Regazzoni had already overtaken him and took third. So it was Scheckter, after yet another climb up through the field, who took fourth place, but a lap behind the winners. Pironi and Watson came next, the latter having a remarkable race considering he was 21st on the first lap, but then being aided by the number of retirements and pit stops to finish sixth after stopping for fuel himself. □

ap by lap - Giro per g… …le - Tour par tour - Lap by lap - Giro per gi





ap by lap - Giro per giro - Runde um Ru…de -

Montreal statistics

CANADIAN GRAND PRIX

Date: September 30, 1979
Circuit length: 2.74 miles
Distance: 72 laps, 197.28 miles
Conditions: Sunny and dry
Attendance: 70,000 spectators

THE RECORD

(last five races)

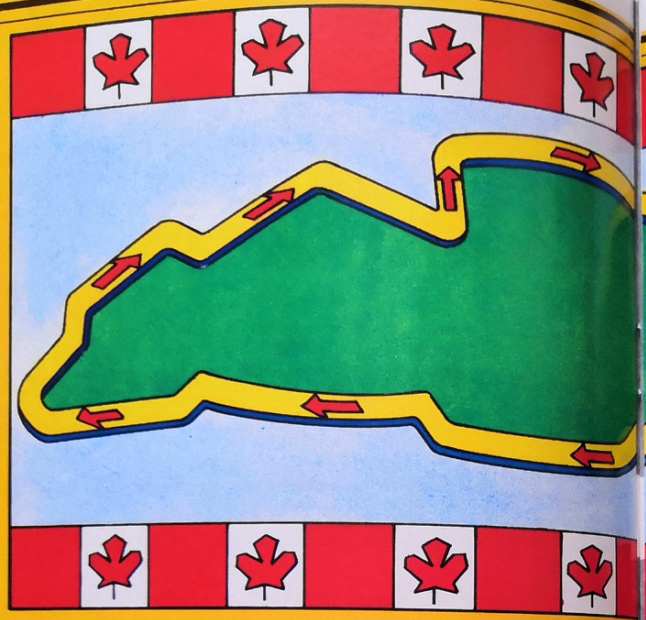
1973 : Peter Revson (McLaren-Ford)
1974 : Emerson Fittipaldi (McLaren-Ford)
1975 : –
1976 : James Hunt (McLaren-Ford)
1977 : Jody Scheckter (Wolf-Ford)
1978 : Gilles Villeneuve (Ferrari)

STARTING GRID

JONES Williams FW07 1'29"892	**VILLENEUVE** Ferrari 312 T4 1'30"554
REGAZZONI Williams FW 07 1'30"768	**PIQUET** Brabham Ford BT49 1'30"775
LAFFITE Ligier JS11 1'30"820	**PIRONI** Tyrrell 009 1'31"941
JABOUILLE Renault RS 14 1'32"103	**ARNOUX** Renault RS 12 1'32"116
SCHECKTER Ferrari 312 T4 1'32"280	**ANDRETTI** Lotus 79 1'32"651
REUTEMANN Lotus 79 1'32"682	**STUCK** ATS D2 1'32"858
JARIER Tyrrell 009 1'33"065	**PATRESE** Arrows A1 1'33"090
FITTIPALDI Copersucar F6 1'33"297	**ICKX** Ligier JS 11 1'33"355
WATSON McLaren M29 1'33"362	**BRAMBILLA** Alfa Romeo 179 1'33"378
ZUNINO Brabham Ford BT49 1'33"511	**TAMBAY** McLaren M29 1'33"603
LAMMERS Shadow DN 9/B 1'34"102	**REBAQUE** Rebaque HR 100 1'34"129
DE ANGELIS Shadow DN 9/B 1'34"256	**DALY** Tyrrell 009 1'34"301

NON QUALIFIED:

MASS (Arrows A2) 1'34"365.
SURER (Ensign MN 179) 1'34"747.
ROSBERG (Wolf WR9) 1'35"061.
RIBEIRO (Copersucar F6) 1'36"901.
MERZARIO (Merzario A2) 1'37"790.



UNOFFICIAL PRACTICE TIMES

	Friday morning	Saturday morning	Sunday morning
JONES	1'33"36	1'32"10	1'33"52
VILLENEUVE	1'34"80	1'33"14	1'35"55
REGAZZONI	1'34"32	1'33"95	1'34"47
PIQUET	1'34"14	1'34"34	1'34"28
LAFFITE	1'34"14	1'33"95	1'34"96
PIRONI	1'34"66	1'34"58	1'34"17
JABOUILLE	1'35"34	1'34"35	1'36"08
ARNOUX	1'35"07	1'33"80	1'34"96
SCHECKTER	1'35"84	1'34"83	1'33"45
ANDRETTI	1'36"44	1'35"52	1'36"90
REUTEMANN	1'39"16	1'35"73	1'34"00
STUCK	1'36"15	1'34"14	1'35"88
JARIER	1'35"54	1'35"50	1'35"03
PATRESE	1'40"11	1'36"63	1'37"74
FITTIPALDI	1'36"10	1'35"49	1'37"70
ICKX	1'40"26	1'34"65	1'36"35
WATSON	1'37"08	1'35"30	1'36"90
BRAMBILLA		1'35"99	1'36"23
ZUNINO		1'34"95	1'36"25
TAMBAY	1'36"39	1'34"38	1'34"96
LAMMERS	1'37"03	1'35"20	1'37"14
REBAQUE	1'38"21	1'35"06	
DE ANGELIS	1'37"22	1'35"18	
DALY		1'35"15	1'35"75
MASS	1'38"37	1'35"19	
SURER	1'40"24	1'36"73	
ROSBERG	1'36"26		
RIBEIRO			
MERZARIO			
LAUDA	1'45"80 1'36"53	1'38"22	

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
JONES	1'30"625	1'29"892
VILLENEUVE	1'32"091	1'30"554
REGAZZONI	1'31"577	1'30"768
PIQUET	1'32"332	1'30"775
LAFFITE	1'31"895	1'30"820
PIRONI	1'33"876	1'31"941
JABOUILLE	1'33"442	1'32"103
ARNOUX	1'33"303	1'32"116
SCHECKTER	1'32"300	1'32"280
ANDRETTI	1'34"180	1'32"651
REUTEMANN	1'32"682	1'33"644
STUCK	1'34"627	1'32"858
JARIER	1'34"307	1'33"065
PATRESE	1'34"267	1'33"090
FITTIPALDI	1'35"531	1'33"297
ICKX	1'33"355	1'36"387
WATSON	1'35"561	1'33"362
BRAMBILLA		1'33"378
ZUNINO	1'41"832	1'33"511
TAMBAY	1'33"603	1'34"404
LAMMERS	1'34"477	1'34"102
REBAQUE	1'36"030	1'34"129
DE ANGELIS	1'34"904	1'34"256
DALY	1'34"980	1'34"301
MASS	1'34"365	1'34"572
SURER	1'45"033	1'34"747
ROSBERG	1'35"061	1'35"483
RIBEIRO	1'38"771	1'36"901
MERZARIO	1'37"639	1'37"590

THEIR FASTEST LAPS

		lap
JONES	1'31"272	65th
VILLENEUVE	1'31"467	66th
REGAZZONI	1'32"397	57th
SCHECKTER	1'31"617	60th
PIRONI	1'33"876	56th
WATSON	1'33"781	52cnd
ZUNINO	1'33"212	36th
FITTIPALDI	1'36"502	18th
LAMMERS	1'36"700	9th
ANDRETTI	1'34"178	54th
PIQUET	1'32"858	36th
BRAMBILLA	1'34"318	47th
ICKX	1'34"850	46th
JARIER	1'35"124	21st
DALY	1'35"641	28th
REBAQUE	1'36"062	18th
DE ANGELIS	1'35"431	23th
JABOUILLE	1'35"210	7th
REUTEMANN	1'33"786	22cnd
PATRESE	1'36"072	18th
TAMBAY	1'35"969	14th
ARNOUX	1'35"132	6th
STUCK	1'35"656	11th
LAFFITE	1'34"381	6th

PIT STOPS AND RETIREMENTS

Rebaque: retired 26th lap, brakes and engine support broken
Jabouille: jammed accelerator, 9th lap, retired 24th lap, brakes
Laffite: retired 10th lap, broken valve
Arnoux: retired 15th lap, crash with Stuck
Stuck: retired 15th lap, crash with Arnoux
Scheckter: changed four tyres, 15th lap
Tambay: retired 20th lap, engine
Patrese: spun and stalled engine, 21st lap
Reutemann: retired 23rd lap, broken rear suspension
De Angelis: retired 24th lap, electrical breakage
Daly: retired 29th lap, engine
Zunino: stopped 31st lap, loose gear linkage
Jarier: retired 34th lap, electrics
Ickx: retired 47th lap, gearbox
Brambilla: retired 53rd lap, injection
Piquet: retired 61st lap, gearbox
Watson: refuelled 65th lap

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

(after the Argentine, Brazilian, South African, USA West, Spanish, Belgian, Monaco, French, British, German, Austrian, Dutch, Italian, and Canadian GPs).

1. Scheckter 51 pts (60). **2.** Villeneuve 44 pts. **3.** Jones 40 pts (43). **4.** Laffite 36 pts. **5.** Regazzoni 29 pts (32). **6.** Depailler 20 pts (22) and Reutemann 20 pts (25). **8.** Jarier, Watson and Andretti 14 pts. **11.** Arnoux 11 pts. **12.** Pironi 10 pts. **13.** Jabouille 9 pts. **14.** Lauda 4 pts. **15.** Piquet, Ickx and Mass 3 pts. **18.** Patrese 2 pts. **19.** Fittipaldi 1 pt.

CONSTRUCTORS CUP

1. Ferrari 104 pts. **2.** Williams 75 pts. **3.** Ligier 61 pts. **4.** Lotus 39 pts. **5.** Tyrrell 24 pts. **6.** Renault 20 pts. **7.** McLaren 14 pts. **8.** Brabham 7 pts. **9.** Arrows 5 pts. **10.** Copersucar 1 pt.

RESULTS

		72 laps in
1. Jones	Williams FW07	1 hr 52'6"89 (105 345 mph)
2. Villeneuve	Ferrari 312 T4	1"08 behind
3. Regazzoni	Williams FW07	1'12"57 behind
4. Scheckter	Ferrari 312T4	one lap behind
5. Pironi	Tyrrell 009	one lap behind
6. Watson	McLaren M29	two laps behind
7. Zunino	Brabham-Ford BT49	four laps behind
8. Fittipaldi	Copersucar F6	five laps behind
9. Lammers	Shadow DN9/B	five laps behind
10. Andretti	Lotus 79	six laps behind

Fastest laps: Jones in 1'31"272, 107.954 mph (record)

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Postcard from Montreal

The new World Champion while the drivers were being presented. Each had his own Chevrolet Corvette, even the non-qualified.

What's a duck doing in the pits? It's gait was slow and unsteady, but the colour scheme was unrivalled.

There's not a lot to laugh about in the Arrows pit, neither for the drivers nor their lady friends. Those of Mass and Patrese sympathise with one another.

The paddock is a long way from the pits. The best way to get about and escape the crowd is by boat.

MONTREAL AND WATKINS GLEN IN PICTURES

1 - The Alfa Romeo 179 against an autumnal background. Unfortunately Brambilla didn't qualify.

2 - Villeneuve leads in front of his home crowd. It's the first lap of the Canadian Grand Prix. Jones, Regazzoni and Piquet try to follow him.

3 - Mario Andretti, unhappy on home ground. His South American trip was a pointer to the rest of the season: disappointing.

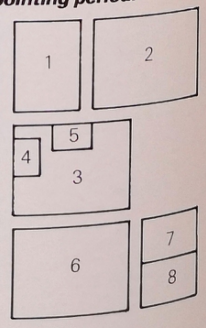
4 - Clay Regazzoni at work. The old hand still has as a lot left in him, and it seems that it will be for Ensign next season.

5 - Twice in the points, Watson had a lot of luck and quite a lot of determination as well.

6 - Arnoux, Giacomelli and De Angelis on the track at Watkins Glen where they confirmed long overdue promise. Will we see them doing as well at Las Vegas next year?

7 - The Arrows A2 have had their last Grand Prix. Their career hasn't been fruitful.

8 - Twice in the points for Didier Pironi. His personal confidence has inproved after a disappointing period.



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MICHELIN

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QUARTZ
MARTINI
LOTUS
GOODYEAR
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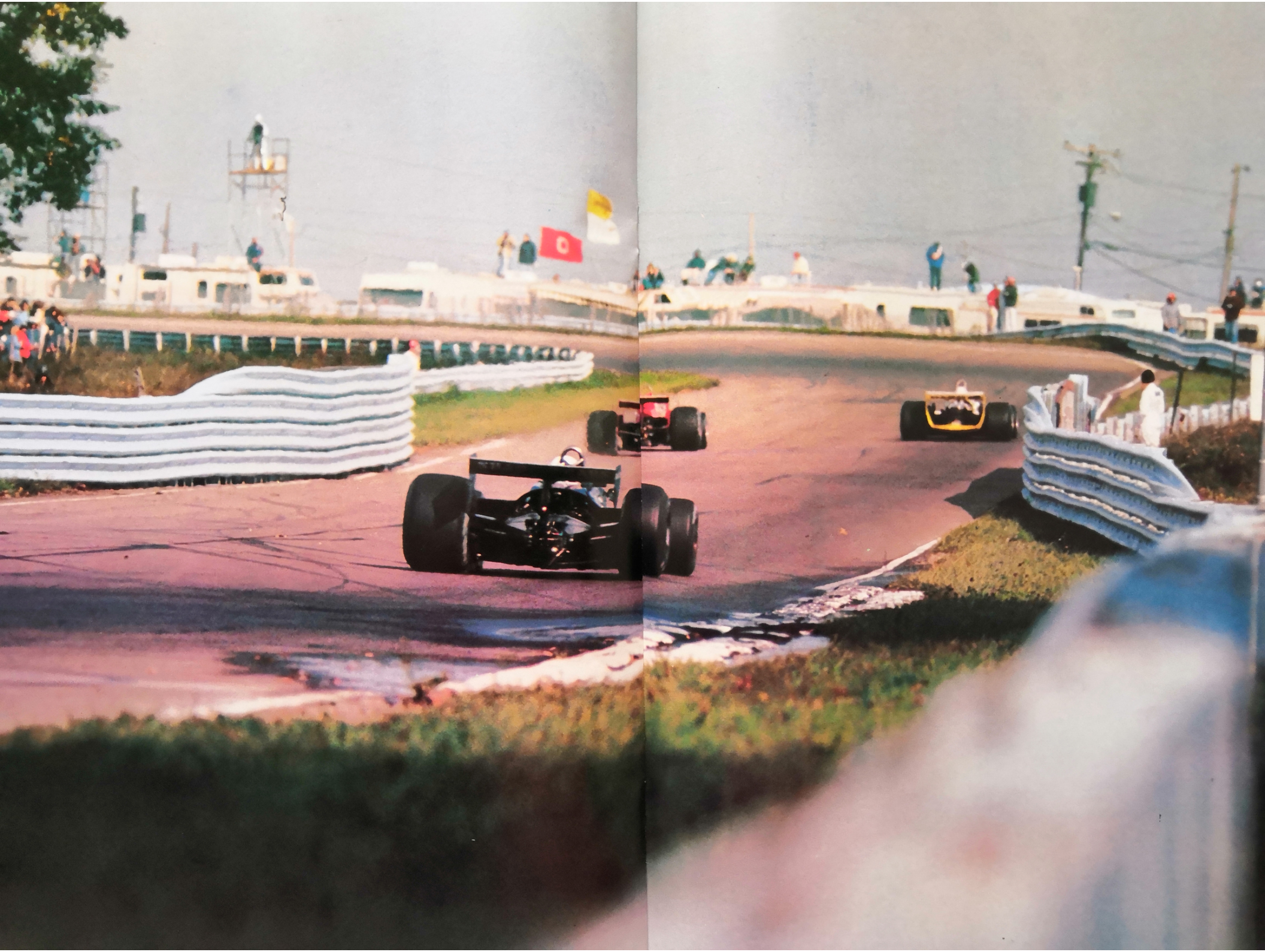
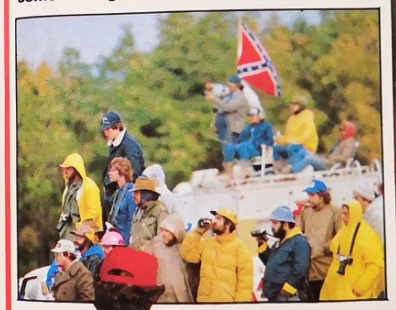


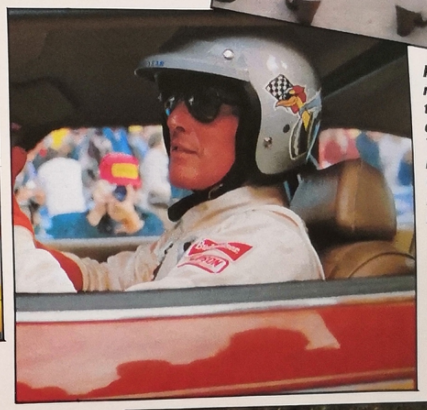
Postcard from the Glen

When Mario Andretti hands over the wheel to his son. Neither father nor son were successful at Watkins Glen. The younger Andretti was driving in the 250cc kart race and didn't even do a lap.

Jacky Ickx has driven in his last Grand Prix, but he hasn't given up everything.

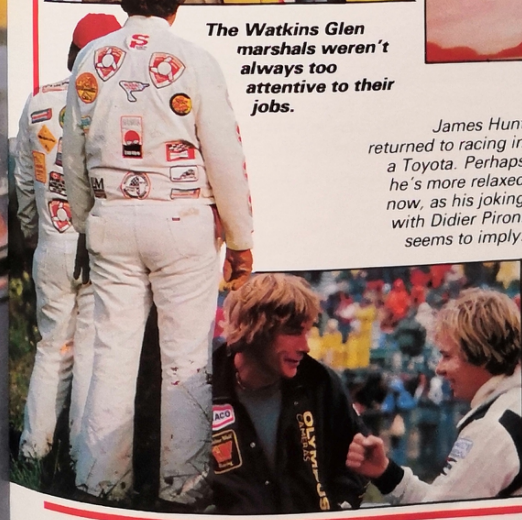
A Southern flag on the East coast, some revenge for the war.





Paul Newman racing again, this time in the race for celebrities in Toyotas. Newman had to give best to Gene Hackman, less spectacular but quicker.

Many cars got bogged down in the mud during the weekend. Here's an example of the floods.



The Watkins Glen marshals weren't always too attentive to their jobs.

James Hunt returned to racing in a Toyota. Perhaps he's more relaxed now, as his joking with Didier Pironi seems to imply.

FILM OF THE US GP EAST

Most wet races provide surprises. The Grand Prix at Watkins Glen wasn't an exception. The deciding point of the race came on the 37th lap. Villeneuve had pitted three laps earlier to change from wet tyres to dries, which left the lead to Jones. The latter stopped for the same reason but a loose wheel stopped him from covering more than a lap. And Villeneuve continued to win.

1

1 - Villeneuve made the best start as he did in Canada. He leads Jones and Laffite into the chicane.

2

2 - Villeneuve has already passed. Jones is still in second leading Laffite, Reutemann and Regazzoni (first lap).

3

3 - Andretti, on slicks, is caught by Ickx who has climbed up from the back row.

4

4 - Piquet has the same trouble as Andretti. Even though he started from the front row of the grid, he is already being tailed by teammate Zunino and Derek Daly.

5

5 - Behind Villeneuve and Jones, Carlos Reutemann is in third place in front of Clay Regazzoni, but the Argentine will retire on the seventh lap.

6

6 - Third lap: Laffite and Regazzoni are about to do battle, but the Frenchman leaves the track a lap later.

7

7 - Jabouille, Arnoux and Pironi are sixth, seventh and eighth on the third lap. Only Jabouille fails to finish.

The weather was dreadful on the Friday at Watkins Glen the first of the two days of practice. It rained almost non-stop, and the track was soaking. Few drivers bothered to go out. Gilles Villeneuve was one of the few drivers to do so. He really tried hard and was fastest of them all, but it was scarcely indicative.

The track was dry the next day for the second day's sessions, both of which were by now important. The first would allow drivers the set up their cars and the second would determine grid positions.

The Goodyears went well and put Jones and Piquet onto the front row of the grid, but Michelin were less happy. The tyres weren't getting up to temperature. On the other hand, three Michelin users out of the four were in trouble: engine for Scheckter, shock absorbing on the Renaults. Only Villeneuve was untroubled and qualified third quickest.

Jacques Laffite was fourth fastest in spite of numerous problems. The Frenchman had reckoned that pole was within his grasp. Regazzoni complained of the traffic on the track but was on the third row, sharing with Reutemann. The Argentine's position was well-deserved. He qualified in the spare car after losing a wheel of his race car during the morning session.

Saturday's good weather didn't last throughout Sunday. Half an hour before the start, down came the rain again, soaking the track. It was only a short shower, for even though the sky remained overcast and threatening, the rain had actually stopped when the starting light turned green. Could one gamble on the track drying out quickly? Only one fearing for the first few metres of the start when visibility would be so bad. However, everything went well, Nelson moving over for the others. Gilles Villeneuve is beginning to make a habit of starting well and it was he who made the best start, leading Jones into the first corner. That in itself was a tremendous advantage on such a wet track for only Gilles would have unhindered visibility.

Villeneuve's visibility is unhindered

Nelson Piquet and Mario Andretti thought so and started on slicks. They certainly had their problems. Piquet's position at the front of the grid led to

The Ferrari still led Jones, Williams at the end of the first lap. Further back came Reutemann, Laffite, Jabouille, Regazzoni, Arnoux, Jarier, Watson, Pironi, Daly and Rosberg. The latter had accidently caused Giacomelli's retirement. *«I left the track trying to avoid the Wolf which was sideways in front of me,»* explained the little Italian afterwards. Piquet was 16th in front of Scheckter. Villeneuve had already pulled away from the rest by the second lap. He led Jones by 3''. Reutemann by 11'' and Regazzoni (whe had just overtaken Laffite) by 17''. Jabouille dropped from fifth to eighth with a spin. Scheckter, on the other hand, had already picked up four places and followed Ickx. The Bel-

8

9

8 - Scheckter has caught up superbly from seventeenth on the first lap. By the third lap he's already taken seven places.

9 - Jones tries hard to stay with Villeneuve. On the tenth lap he was five seconds behind the Quebec driver.

10

11

10 - Stuck and Rosberg fight over tenth place. The Wolf driver led on the 18th lap but retired two laps later.

11 - A hard fight between teammates Daly and Jarier, seventh and eighth respectively. But the two were to touch, to Jarier's detriment.

12

13

12 - Jones overtook Villeneuve on the 32cnd lap. One lap later, the Williams had already three seconds lead over the Ferrari.

13 - After Jones and Scheckter had retired, Arnoux found himself in second place. Villeneuve eased up and the Renault driver unlapped himself.

14

15

14 - The final chequered flag of the Grand Prix season. It salutes Gilles Villeneuve who has already been so honoured in South Africa and Long Beach.

15 - He may have been beaten at Montreal but Villeneuve took his revenge at Watkins Glen: three caps to celebrate the event.

gran driver had gained four rows! Unfortunately such tremendous progress from the back row to twelfth on the second lap wasn't to last. Rounding the last bend at the end of the third lap, he hit Daly and crashed.

Villeneuve's lead over Jones mounted to 9", but then remained constant from the twelfth lap onwards. The Australian realised that he couldn't let the Canadian get too far ahead, and used his tyres to keep the gap the same. Regazzoni inherited third place on the seventh lap when Reutemann left the track. Also on the seventh lap, Scheckter took fourth place at Jabouille's expense after a spectacular climb through the field. Laffite left the track on the third lap at the same place as Ickx, and the two Ligiers stood parked back to back.

The track started to dry as the cars threw up plumes of spray. Villeneuve still led on the 15th lap in front of Jones. Then came Scheckter who had gained a place by overtaking Regazzoni. Further back came Jabouille alone, then Arnoux equally alone in front of a lively bunch consisting of the three Tyrrells. Daly had overtaken both Pironni and Jarier. Next up were Stuck and Rosberg contesting tenth place.

On the 20th lap, Scheckter and Regazzoni stopped to change to slicks. Jabouille took over third place, but not for long. On the 25th lap his engine stopped for good. Arnoux consequently inherited third, followed by Daly who was involved with Jarier's accident on the 19th lap.

By the 34th lap, the track was sufficiently dry for Villeneuve to stop and change to slicks. He left the pits 40 seconds behind Jones, but the Australian would soon have to stop as well. But what

Jones loses a wheel and the race

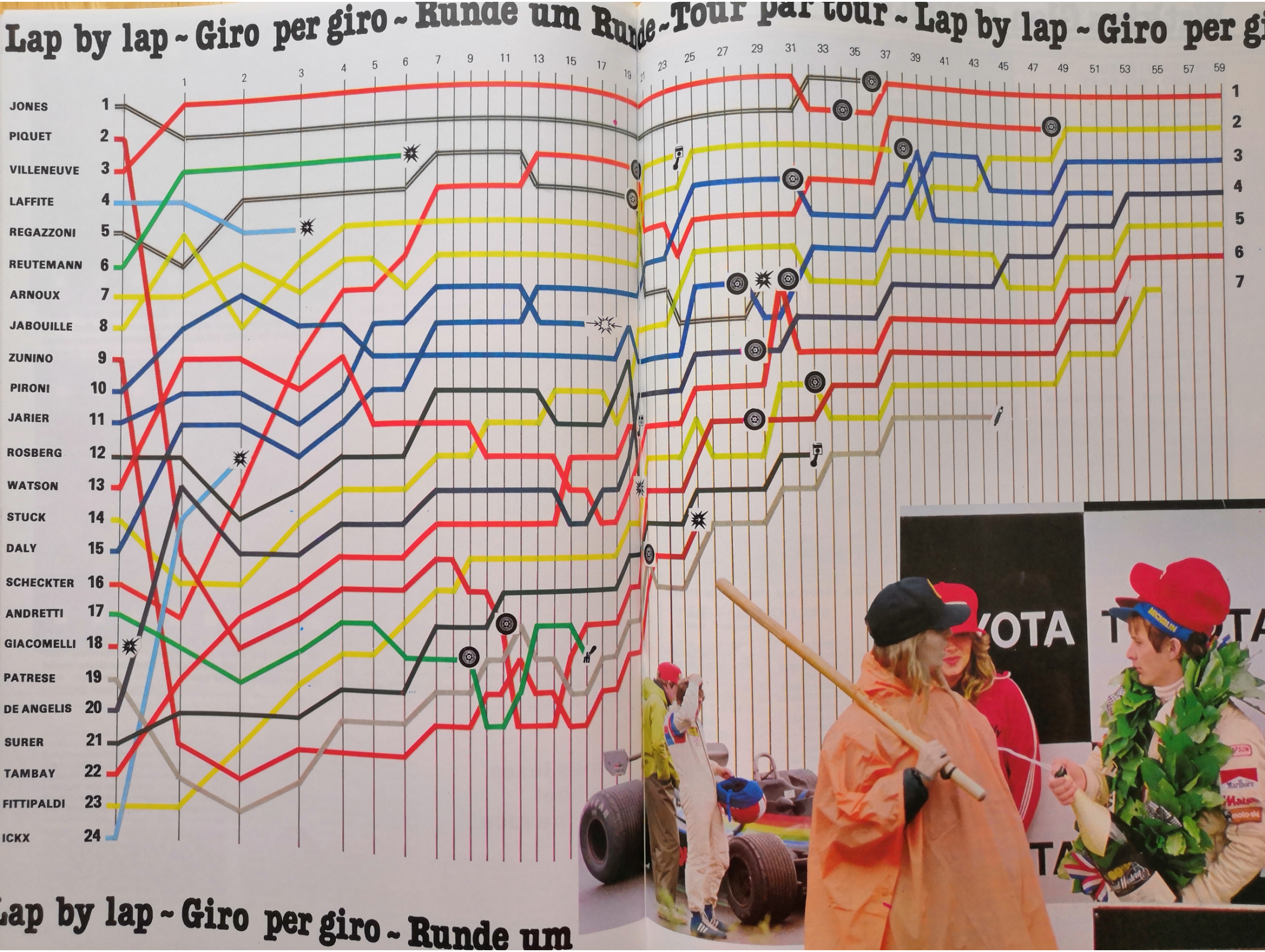
were Villeneuve's chances when Jones was also on slicks? On the 37th lap, Jones stopped. When he restarted, on wheel was still loose. It came off before he'd even completed a lap. The Australian had lost the United States Grand Prix East. Villeneuve, from this moment onwards, could rest assured. He had the race won.

Scheckter took over second place when the Williams retired. He'd just overtaken Arnoux who stopped a lap later to change tyres. He restarted fifth behind Daly and Pironi and in front of Stuck.

So it looked like a Ferrari double until Scheckter's tyre exploded on the 49th lap. That left second place to Arnoux who had overtaken Daly and then Pironi. De Angelis took Stuck on the 45th lap and when Scheckter disappeared, he inherited fifth place behind Villeneuve, Arnoux, Pironi and Daly. Sixth was Stuck in front of Watson and Piquet. The latter had come into the picture thanks to the number of retirements and the speed of his Brabham BT 49 in the dry.

There were ten laps left. They were fatal for Daly for a rear suspension part broke on the Tyrrell, and Piquet had a driveshaft break. So the finishing order was Villeneuve in front of Arnoux, Pironi, De Angelis, Stuck and Watson. For the latter three, the result was unexpected.

Lap by lap - Giro per giro - Runde um Runde - Tour par tour - Lap by lap - Giro per giro - Runde um



Watkins Glen statistics

UNITED STATES GRAND PRIX EAST

Circuit: Watkins Glen
Date: October 7, 1979
Circuit length: 3.377 miles
Distance: 59 laps, 199.180 miles
Conditions: rain at start, track then drying
Attendance: 70,000 spectators

THE RECORD

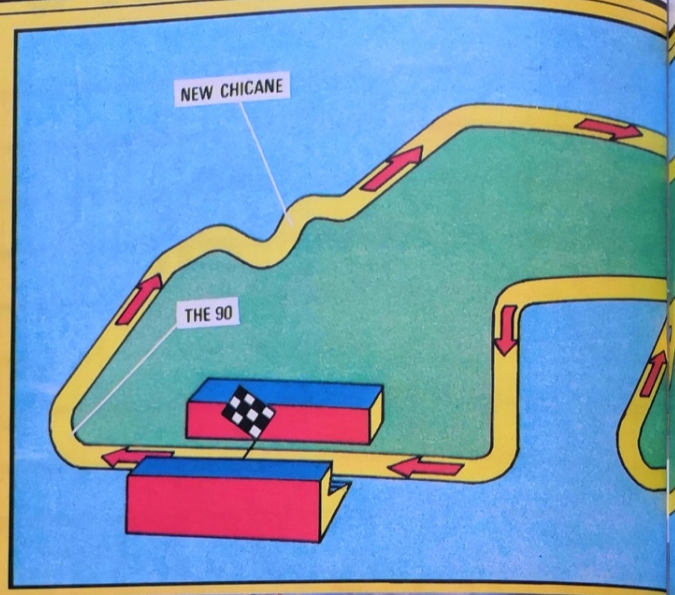
(last five races)

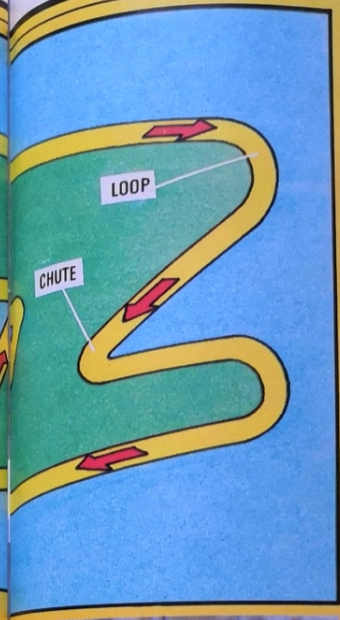
1974 : Reutemann (Brabham Ford BT44)
1975 : Lauda (Ferrari 312 T/75)
1976 : Hunt (McLaren M23)
1977 : Hunt (McLaren M23)
1978 : Reutemann (Ferrari 312 T3/78)

STARTING GRID

JONES Williams FW07 1'35"615	**PIQUET** Brabham Ford BT 49 1'36"914
VILLENEUVE Ferrari 312 T4 1'36"948	**LAFFITE** Ligier JS 11 1'37"066
REGAZZONI Williams FW07 1'37"128	**REUTEMANN** Lotus 79 1'37"872
ARNOUX Renault RS 12 1'38"195	**JABOUILLE** Renault RS 14 1'38"218
ZUNINO Brabham Ford BT 49 1'38"509	**PIRONI** Tyrrell 009 1'38"813
JARIER Tyrrell 009 1'38"945	**ROSBERG** Wolf WR 8/9 1'39"035
WATSON McLaren M 29 1'39"233	**STUCK** ATS D2 1'39"329
DALY Tyrrell 009 1'39"468	**SCHECKTER** Ferrari 312 T4 1'39"576
ANDRETTI Lotus 79 1'40"144	**GIACOMELLI** Alfa Roméo 179 1'40"277
PATRESE Arrows A2 1'40"337	**DE ANGELIS** Shadow DN 9/B 1'40"625
SURER Ensign MN 179 1'40"635	**TAMBAY** McLaren M29 1'40"731
FITTIPALDI Copersucat F6 1'40"741	**ICKX** Ligier JS 11 1'40"745

NON QUALIFIED:
BRAMBILLA (Alfa Romeo 179) 1'40"789
MASS (Arrows A2) 1'40"824
LAMMERS (Shadow DN 9/B) 1'42"088
REBAQUE (Rebaque HR 100) 1'43"060
RIBEIRO (Copersucar F6) 1'45"183
MERZARIO (Merzario A2) 1'49"318





UNOFFICIAL PRACTICE TIMES

	Friday morning	Saturday morning
JONES	1'36"6	1'37"28
PIQUET	1'39"1	1'38"49
VILLENEUVE	1'38"5	1'42"03
LAFFITE	1'38"5	1'36"26
REGAZZONI	–	1'38"25
REUTEMANN	1'40"4	1'50"39
ARNOUX	1'41"2	1'40"25
JABOUILLE	1'37"9	1'41"81
ZUNINO	1'40"5	1'40"82
PIRONI	–	1'38"91
JARIER	1'40"8	1'39"93
ROSBERG	–	1'40"84
WATSON	1'42"8	1'39"42
STUCK	1'41"3	1'40"69
DALY	–	–
SCHECKTER	1'42"00	1'41"68
ANDRETTI	–	1'40"02
GIACOMELLI	1'41"9	–
PATRESE	1'42"5	1'42"63
DE ANGELIS	–	1'41"24
SURER	1'44"3	–
TAMBAY	1'42"8	1'42"63
FITTIPALDI	1'45"3	1'53"63
ICKX	–	–
BRAMBILLA	1'43"6	1'41"04
MASS	1'42"00	1'41"49
LAMMERS	–	1'43"50
REBAQUE	1'45"00	–
RIBEIRO	1'46"7	–
MERZARIO	1'48"2	–

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
JONES	2'37"742	1'35"615
PIQUET	–	1'36"914
VILLENEUVE	2'01"437	1'36"948
LAFFITE	–	1'37"066
REGAZZONI	–	1'37"128
REUTEMANN	–	1'37"872
ARNOUX	3'46"012	1'38"195
JABOUILLE	–	1'38"218
ZUNINO	–	1'38"509
PIRONI	–	1'38"823
JARIER	–	1'38"945
ROSBERG	–	1'39"035
WATSON	–	1'39"233
STUCK	–	1'39"329
DALY	–	1'39"468
SCHECKTER	2'11"029	1'39"576
ANDRETTI	–	1'40"144
GIACOMELLI	–	1'40"277
PATRESE	–	1'40"337
DE ANGELIS	–	1'40"625
SURER	–	1'40"635
TAMBAY	–	1'40"731
FITTIPALDI	–	1'40"741
ICKX	–	1'40"745
BRAMBILLA	2'24"957	1'40"789
MASS	–	1'40"824
LAMMERS	3'10"436	1'42"088
REBAQUE	–	1'43"060
RIBEIRO	–	1'45"183
MERZARIO	–	1'49"318

PIT STOPS AND RETIREMENTS

Giacomelli: accident, 1st lap.
Ickx: accident, 3rd lap.
Laffite: spun and stalled, 4th lap.
Reutemann: accident, 7th lap.
Andretti: changed tyres 9th lap, retired 16th lap, gearbox.
Piquet: changed tyres 11th lap and 29th lap, retired 54th lap, driveshaft.
Jarier: retired 19th lap after collision with Daly.
Rosberg: accident, 21st lap.
Tambay: retired 21st lap, engine.
Patrese: changed tyres 21st lap, retired 44th lap, broken rear suspension.
Jabouille: retired 25th lap, electrics.
Zunino: accident, 26th lap.
Scheckter: changed tyres 20th lap, tyre explosed 49th lap.
Regazzoni: changes tyres 20th lap, accident 30th lap.
Pironi: changed tyres 29th lap.
De Angelis: changed tyres 29th lap.
Piquet: changed tyres 29th lap.
Watson: changed tyres 30th lap.
Daly: changed tyres 31st lap, suspension broke 53rd lap.
Fittipaldi: changed tyres 32cnd lap.
Surer: retired 33rd lap, broken valve.
Villeneuve: changed tyres 34th lap.
Jones: changed tyres 36th lap, lost right rear wheel 37th lap.
Arnoux: changed tyres 38th lap.

THEIR FASTEST LAPS

		lap
VILLENEUVE	1'42"029	38
ARNOUX	1'41"322	48
PIRONI	1'42"108	56
DE ANGELIS	1'42"147	41
STUCK	1'43"400	44
WATSON	1'40"264	52
FITTIPALDI	1'53"048	48
PIQUET	1'40"054	51
DALY	1'42"887	49
SCHECKTER	1'43"574	45
PATRESE	1'46"278	44
JONES	1'47"622	33
SURER	1'57"377	30
REGAZZONI	1'48"378	29
ZUNINO	2'02"393	25
JABOUILLE	1'59"042	17
TAMBAY	2'03"637	15
ROSBERG	2'01"546	17
JARIER	2'00"685	17
ANDRETTI	2'04"813	14
REUTEMANN	2'01"981	5
LAFFITE	2'08"018	3
ICKX	2'10"062	1
GIACOMELLI		

RESULTS

59 laps in 1 hr 52'17"734 (106.437 mph)

1. Villeneuve	Ferrari 312 T4	
2. Arnoux	Renault RS 12	48"787 behind
3. Pironi	Tyrrell 009	53"199 behind
4. De Angelis	Shadow DN9/B	1'30"512 behind
5. Stuck	ATS D2	1'41"259 behind
6. Watson	McLaren M29	one lap behind
7. Fittipaldi	Copersucar F6	five laps behind

Fastest lap: Piquet, 1'40"054 (121.483 mph). Record: Jarier (1979), Lotus 79 in 1'39"557 (196.521 mph).

CONSTRUCTORS CUP

1. Ferrari 113 pts. **2.** Williams 75 pts. **3.** Ligier 61 pts. **4.** Lotus 43 pts. **5.** Tyrrell 28 pts. **6.** Renault 26 pts. **7.** McLaren 15 pts. **8.** Brabham 7 pts. **9.** Arrows 5 pts. **10.** Shadow 3 pts. **11.** Ats 2 pts. **12.** Copersucar 1 pt.

FINAL WORLD CHAMPIONSHIP CLASSIFICATION

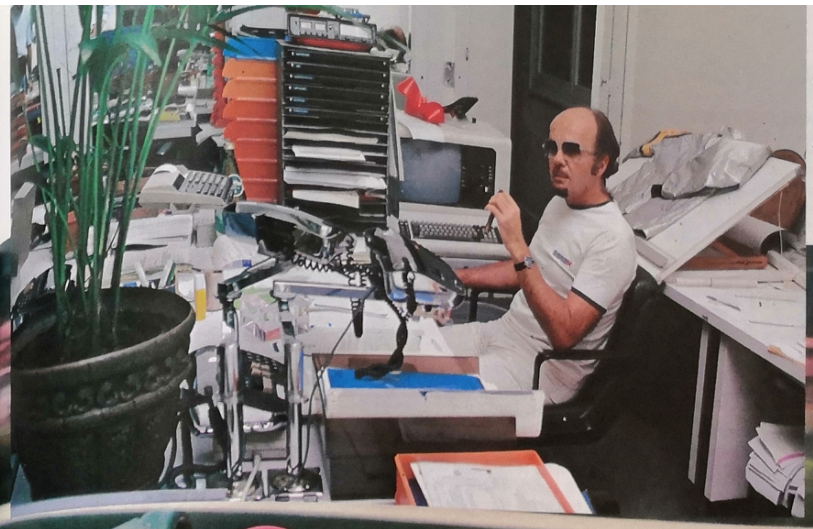
(after the Argentine, Brazilian, South African, USA West, Spanish, Belgian, Monaco, French, British, German, Austrian, Dutch, Italian, Canadian and USA East GPs).

1. Scheckter 51 pts. **2.** Villeneuve 47 pts. **3.** Jones 40 pts. **4.** Laffite 36 pts. **5.** Regazzoni 29 pts. **6.** Depailler and Reutemann 20 pts. **8.** Arnoux 17 pts. **9.** Watson 15 pts. **10.** Pironi, Jarier and Andretti 14 pts. **13.** Jabouille 9 pts. **14.** Lauda 4 pts. **15.** Piquet, Mass, Ickx and De Angelis 3 pts. **19.** Patrese and Stuck 2 pts. **21.** Fittipaldi 1 pt.

ESSEX AND FORMULA ONE : « A PROFITABLE OPERATION »

Little success for Lotus this season, but a fruitful year for Essex.

A private jet with Jody Scheckter. Thieme is as interested in flying as Chapman.



Thieme has a computer in his office. Now that's super-business.

When the Essex logo first appeared on the Lotus 79s of Mario Andretti and Carlos Reutemann at the South African Grand Prix, no one suspected that this new sponsor would make such a mark on the Formula One world in such a short time. Colin Chapman may have had the benefit ot the sponsorship, but he hasn't had a successful season. Even so, thanks to their publicity at Grands Prix and at LeMans, David Thieme, the Essex boss, reckons that it has been a good year : « without doubt, Essex has been the sponsor with the most profitable operation. » The petrol company's name has certainly been at the forefront.

Along Lincoln Continental moves silently along the quay at Long Beach and stops beside the Queen Mary. People wonder which Hollywood celebrity is hiding behind the tinted windows. The door opens, a slightly strange figure emerges. A wide brimmed black hat, dark glasses, cigar, white trousers, black, high heeled, glossy shoes. It's David Thieme, one of the Lotus sponsors. With Francois Mazet's advice, he's recently decided to invest in motor racing in order to promote the name of his company : Essex. It's a remarkable business because it only involves about 200 people in the world. But they're important people, because these 200 people are those who keep all the cars on the road in the Western world. They're involved in the petroleum business.

Who is David Thieme ?

In appearance, perhaps, he's a little strange. At circuits, however, his adopted silhouette — that which we have just described — is easily recognisable. That is to such an extent that in the space of a few months, he's become a well-known figure in the paddock. The wide hat, the glasses and the cigar have certainly made their mark within the world of Formula One, as much as the generous on-track banners and baloons have made the name of Essex well-known to the paying public.

Thieme, however, says he didn't create his image on purpose. *« The hat ? I bought it at Madrid because I had unpleasant memories of South Africa where I had no protection from the sun. I liked the hat so I started to wear it all the time. And I've been smoking cigars for twenty years. »* Thieme may not want to admit the fact, for modesty's sake perhaps, but he does want to create his own image. And perhaps it's just a game, but he does want to be recognised. For in his current business life, Thieme is a determined man, a real businessman through and

through. One of his friends said : « *David is a hard man at work. He's very resilient. He may go out and enjoy himself until four in the morning, but he'll still be at work at eight the next morning.* »
David Thieme was born 37 years ago in Minneapolis, and is now involved in the petrol industry. Originally he was an industrial designer, but decided to get involved in the oil business a few years ago. The rise in price of black gold after the Yom Kippur war a few years ago made him his fortune. Nowadays Thieme's involvement is in the extension of the refining and selling of petrol. That's one of the reasons he's involved in the prestigious world of motor racing. He explained his interest in an interview before leaving for the North American races.
« *First of all,* » he began, « *I hate motor racing !! No, seriously, our company chose the sport because it's the closest to the petrol industry.* »

— You talk of a potential 200 clients. Who are they ?

« *Yes, it's around 200, divided into 60 companies. Those are the clients we'd like to have. We're involved with about 30 of them currently. What we're trying to do is keep our current clients, naturally, and promote our image throughout the petrol business. We're lucky because out aim is clearly defined. We know the people concerned and we know who they are. Now we are trying to ensure that they know who we are.* »

— So what exactly are you doing to promote your image in motor racing ?

« *We're conducting a sort of advertising and information campaign. The first thing is our Focus on each Grand Prix, an information sheet giving facts and figures of that Grand Prix. Naturally, they're given to journalists, but we also send them to all the people who we are involved with or would like to be involved with in the oil industry. Then, we send out reports of each race by telex and we send out statistical information after each race. Furthermore, in countries where we have operations and Grands Prix, we invite clients to the circuit to see the team, the cars and the drivers.* »

— Have your clients shown interest even Lotus haven't had a good season ?

« *Yes, everything has gone well this season, even though Lotus haven't been winning. You know, to some extent they are still benefiting from last year's successes. Even though their results this year haven't been too good, everyone is still very interested in Lotus. That's why we are staying with the team.* »

— Does that mean that it doesn't matter whether Lotus win or not ? You just want to create a publicity medium and never mind the success ?

« *No, obviously we want to win. Some new sponsors would have been very disappointed with Lotus this year because they haven't had the same success as last year. But you can't blame Chapman for not trying, he's had a lot of trouble developing the Lotus 80. What has been gratifying is that they haven't lost their determination. They're used to having ups and downs, they're real race professionals.* »

— What made you chose Lotus ?

« *We had the choice of going with two or three top teams. Then I met Colin Chapman by chance. We immediately got on well together. We made an agreement to support them for this season after just a few weeks. And we're going to do the same next season. We think that they're the best team in Formula One. That's not a view shared by everyone, but that's our view. We've been approached by six other top teams who would like to tempt us away from Lotus. That's a great compliment, but we're staying with Lotus.* »

— What do you think are Colin Chapman's main qualities, now that you've been with him for nearly a year ?

« *First of all, he's brilliant. He likes style. We have a lot of things in common, flying in particular. I admire professionalism and Colin is one hundred per cent professional. He moves fast, he knows how to take decisions. He has business flair and he likes the best things in life.* »

— Do you think you'll stay in motor racing for long, or is it just a temporary involvement ?

« *That's a difficult question. We intend to stay, but we don't know what the future will bring nor what will happen in our business. But if things stay as they are at the moment, we shall stay in motor racing. We also want to continue with our involvement at Le Mans. And if we can arrange it to our satisfaction, we shall also be involved with Indianapolis. That's going to make May a very full month indeed, with three big events in four weeks.* »

— You are American. Why have you become involved with Formula One which is essentially European ?

« *Formula One is the most international form of racing. Our business is equally international. In fact this year, apart from South Africa, we've had business interests in every country where a Grand Prix has been held.* »

— In this interview you've implied that you've had a very fruitful season, even though the cars haven't. Is that the way you see it ?

« *For Essex as the sponsor, the season has been incredibly fruitful. That's why we are continuing next year. We've brought people to the circuits to see racing and that's been good for motor racing as a whole. From our own point of view, we've been able to meet these people at the circuits. That's important for us because we have to maintain our prestige in the oil business, and there's no more prestigious branch of motor sport than Formula One.* »

— Does that mean you've had success with your 200 potential clients ?

« *With most of them, yes. I must say that even some of them who we didn't know have become involved with us, even though, Lotus have had a difficult season. Few of them have been — shall we say — negative. The majority, those who we've thought would be receptive, have supported us. A number of them have teased us a little because we haven't been winning. Basically, our promotion has been successful in terms of personal contact. This contact, without motor sport, would have been hard to establish in normal commercial life.* »

— Your involvement in motor racing must have cost a lot of money. Can you tell us your budget ?

« *We don't really have a budget, and furthermore, we'd prefer not to publish the figures. It's probably a lot in terms of money, but it's not a lot considering the returns.* »

— You've said that you're involved in racing for prestige, so why did you accept the role of second sponsor ?

« *When we came on to the scene, Lotus had already made an agreement with Martini. It's hard to become the number one sponsor in a top team. After their long association with JPS, Lotus had joined forces with Martini. Our only opportunity to become involved with Lotus was as second sponsor, something which wasn't at all bad because Martini's image in competition is excellent. I think that ultimately we'd like to become number one sponsor for the team. Porsche carried only our colours at Le Mans, and having seen that, it's hard to accept Lotus carrying any one else's colours on the cars but ours.* »

— Has racing taken up a lot of your time this season ?

« *Not a lot because Francois Mazet has been very helpful. I don't know all the details and secrets of Formula One. I don't really know how it all works. Francois has been in charge of the promotion and has advised us, to such good effect that I think we've been the most profitable sponsor in Formula One this season.* » □

Al creatures great and small: Thieme in a dinghy on the way out to his Cigarette.

Two 400 bhp engines to take David Thieme from Monte Carlo beach to his office in Monaco.

Thieme and his adviser Mazet: one has taken the other into Formula One.

Gerulaitis, Hunt, Scheckter and Borg: revenge on the circuit soon?

Laffite, the best tennis player in Formula One.

TENNIS WITH THE GRAND PRIX DRIVERS

The National Exhibition Centre in Birmingham witnessed a unique event on Monday, September 24. In aid of the Gunnar Nilsson Cancer Treatment Campaign, Bjorn Borg and Vitas Gerulaitis took on eight of the world's leading Grand Prix drivers: Jody Scheckter, Jacques Laffite, Clay Regazzoni, Emerson Fittipaldi, Riccardo Patrese, John Watson and Patrick Tambay – plus James Hunt, who retired in June.

BY JEFF HUTCHINSON

Regazzoni, a fatherly figure.

The plan was for the drivers to play double matches among themselves until just one pair remained. That pair would then split, one joining Borg and the other Gerulaitis, to play the final for the Avis Trophy. The standard of play—and of competitiveness—was high.

In the first match of the evening, Regazzoni and Tambay easily beat Fittipaldi and Patrese by six games to two. Then Hunt and Scheckter took on Laffite and Watson, and this match was much more even. Laffite, who has said that he believes he could have been a tennis pro if he had not chosen to concentrate on motor racing, was the best player among all the drivers, but unfortunately Watson began badly—"I was more nervous than I am before the start of a Grand Prix!" John recovered his form late in the match, but it was too late. Hunt and Scheckter won 6-4.

Next, James and Jody played Regazzoni and Tambay, and they took an immediate lead, pulling it out to 4-2. Clay and Patrick fought back hard, however, to level the match at 4-4. Scheckter and Hunt then went ahead, 5-4, but once more their opponents came back to 5-5. It seemed that a tie-break would be necessary to decide the match, but the umpire declared the game over when Jody and James went 6-5 in the lead! Clay was less than delighted...

In the final, Hunt was paired with Gerulaitis, and Scheckter with Borg. The capacity crowd of 7,000—every seat was sold—then delighted in the sight of two of the world's greatest tennis players. On a couple of occasions, Borg unleashed a full-strength serve at Hunt, and James could only look at the spectators and laugh! However, the drivers gave a good account of themselves, and in the end Hunt and Gerulaitis beat Scheckter and Borg by six games to four.

The evening came to an end with a demonstration match between Borg and Gerulaitis, which had the crowd in raptures, the two men playing really hard now, base line to base line. Victory finally went to Gerulaitis, 6-4, 6-3.

All in all, the night was a huge success. The drivers thoroughly enjoyed themselves away from the stress of the track and the spectators enjoyed seeing them in an informal atmosphere. Everybody was enthralled by the display given by Borg and Gerulaitis. And the evening is said to have raised £50,000 for the Gunnard Nilsson Cancer Treatment Campaign. Altogether, more than £700,000 has now been raised. Congratulations to everybody involved. □

RELAXATION AT LES ARCS FOR L'EQUIPE DE FRANCE

France's Grand Prix drivers—L'Equipe de France— went to Les Arcs in the Alps for a fitness training session during the three weeks separating the Grands Prix of Italy and Canada. It was a period of relaxation for Jabouille, Tambay and Jarier who were joined by Guy Ligier and the former Olympic champion Michel Jazy.

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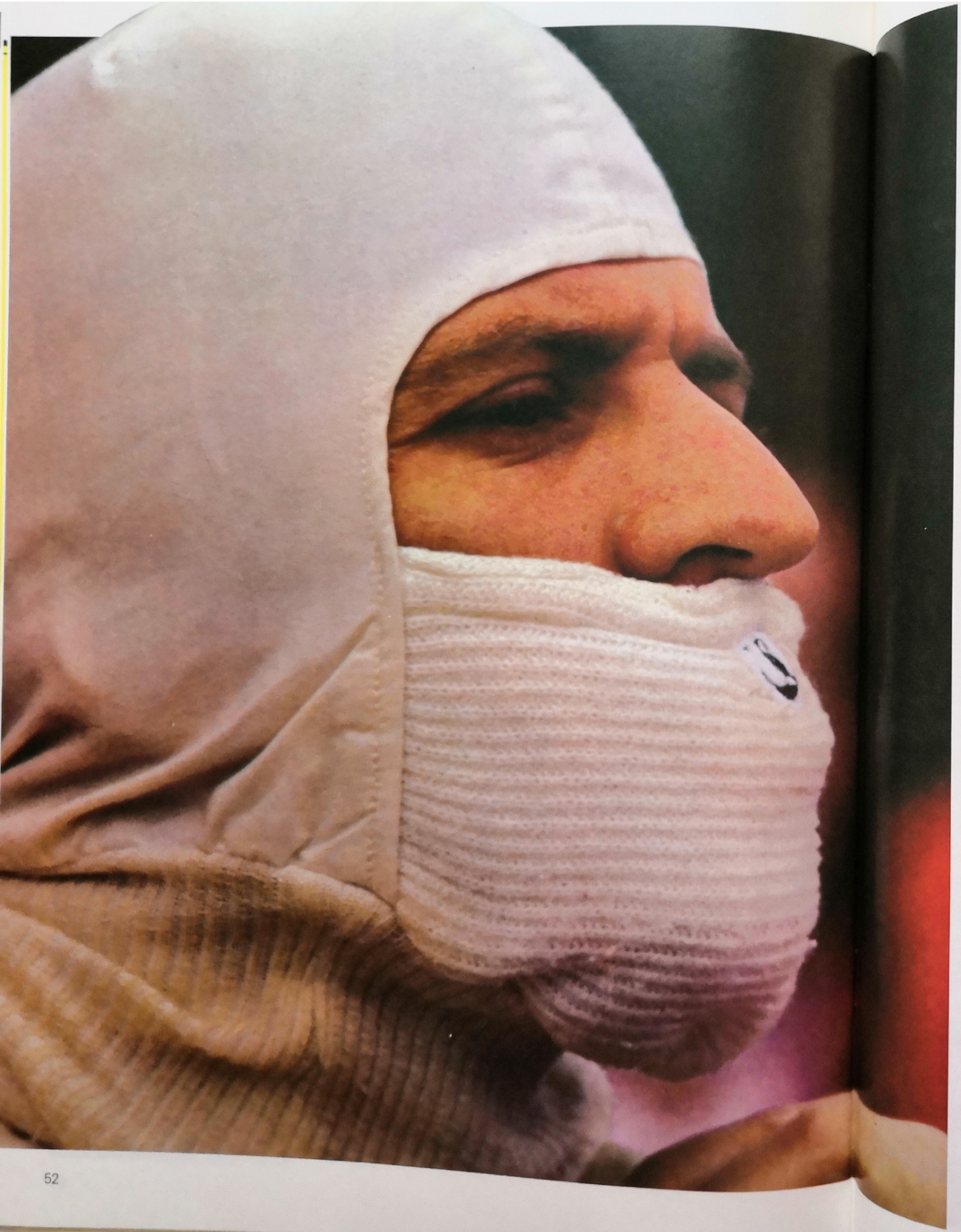

INTERVIEW THE WORLD CHAMPION'S STORY

Jody Scheckter may have been hired by Ferrari for his World Champion potential, but it was only at the halfway point in the season, Monaco to be exact, that he became favourite for the World Championship. Before that, the Ligier drivers were the real stars, as was Jody's own teammate Gilles Villeneuve. But Jody Scheckter could count on his own experience, and looking back on the season as a whole, Scheckter was the coolest and cleverest of drivers. That's how he came to win the World Championship by taking a win at the Italian Grand Prix. He told us how he won the series.

Trouble at the start for Scheckter at Montreal. He was held up by the two Renaults.

« It really came to me that I'd won the World Championship when someone told me that I'd be carrying number one on the car next season. That was a great moment. »

— Up to mid-season, not everything went that well. The first part of the season was quite difficult wasn't it ?

« That's what they said when I finished second in South Africa and Long Beach. I've lost those two races because of problems setting up the car and also tyre choice. But then things improved. Everything went well in Belgium. I had a good race in Spain. I quickly realised that the championship would be won by avoiding making mistakes and by driving the car to the best of its capabilities. I was right ».

— You seemed to have settled in well as from the Monaco Grand Prix. You won in Belgium, but luck seemed to be on your side.

« That's not exactly right. No win is lucky. The standard of competition in Formula One is such that it's not possible to have a lucky win. The others had tyre trouble. But I didn't. It was a question of tyre choice. Under those circumstances, it's easy to say that the Ligiers were lucky to be as quick as they are during the first two races of the season ».

— Did the Ligiers' domination at the start of the season worry you ? Did you think they would be unbeatable ?

« They seemed to be unbeatable at the first two races of the season. They appeared to be better than all the other cars. But I think the team made mistakes, possibly a lot of mistakes. They certainly could have won the championship as easily as we did. Ferrari's experience was the deciding factor. I think Ferrari made fewer mistakes as regards the smaller details. Everything is important. At Monte Carlo for example, they were competitive. They could quite easily have finished second, at least second. But when you miss out on results like that, you lose the championship. But they were up against experience. It was hard for them !

— So you think it was your own experience and Ferrari's which led to you winning the series ?

« I like to think that's the way it was. I got a lot of points in the series, and I never retired due to mechanical failure. I think my point score shows that the way I went about it was the right way. Some people think I should have been more determined. That's because Gilles is very very determined, really good and really determined. But it's only because they're comparing our respective efforts that they consider me to be more moderate. If Gilles hadn't been my teammate, such comparisons wouldn't have been made. But I wasn't prepared to drive as hard as he drove. I'm not even certain that I could have driven as hard as he did. But I don't think that driving that hard is the way to win the championship. An agressive style like his can win you two extra points, perhaps even three, but the risk taken might lose you four or six ».

— On looking back, do you think it was a hard season ?

« Yes. I was under a lot of pressure. I led the World Championship from the Belgian Grand Prix onwards. That puts you under more pressure and tension than people can imagine. It's very difficult to lead the World Championship. You have to be determined during the races, but not too much so in case you throw it all away. You keep telling yourself that you must still be World Championship leader after each race. There's tremendous tension ».

— During the middle of the season, you often found yourself battling with your immediate rival in the championship, Jacques Laffite. What did you think of his driving ?

« I was happy enough to do battle with Jacques for the World Championship, but I felt he was under tremendous pressure and that he was being too hard, that he was doing too much. The Austrian Grand Prix is one example. I'm not talking about the way that he overtook me on the last lap, that was fine. But during the first few laps I found that he wasn't driving as he does normally. I don't know what had happened, but there was an enormous amount of tension in the team. You just had to walk past to feel it. But I was happy about that ».

— Did you think that Depailler's absence made a lot of difference in the Ferrari-Ligier duel ?

« That's hard to say. Jacques has done a tremendous job this season, he's had a good year. At the start of the season, I thought the team would work better without Depailler. But in hindsight, I think they lost a lot when Depailler had to pull out. A second driver's opinion is worth a lot, not just in setting up the cars but in other areas too. Furthermore, Patrick's experience was very useful. A second quick driver in a team is a great advantage, providing he doesn't have accidents and doesn't upset the team ».

— Gilles Villeneuve beat you twice at the beginning of the year. Did you think that he was going to have a better season than you ?

« I like to be a realist. Gilles's races were sometimes better than mine. But on the other hand, sometimes mine would be better than his. I think he had a lot of luck in South Africa. I chose the wrong wing at Long Beach, and my choice of tyres was too conservative. At that point in the season, I told myself not to overdo it, the season is long, don't be in too much of a hurry ».

— It was your first season using Michelin tyres. Is the life of a Michelin driver easier than that of a Goodyear driver ?

« The thing about Michelin is their quality. I never had a set of tyres which I had to ask them to take off because they weren't any good. That's a tremendous advantage. It's not the same with Goodyears ».

— You get on very well with Gilles. How has that come about ?

« Well basically, he's a great friend of mine. The main reason for that is that we have nothing to hide from one another. But it's hard to have him as a teammate because he's so quick. He was the main threat, not Laffite ».

— You're World Champion. Do you think you've been the best driver this year ?

« I reckon that the World Champion has been the best driver for a few years now. To be the best driver means to get as many points as circumstances allow. That's how I've driven this year. Other drivers may have been better quicker than me from time to time. Perhaps some of the others have been better at setting up their cars. But all in all, considering the car and everything else, I've been the best driver ».

E.B.

scheckter An excellent final race of the year for the new Worl Champion, but he didn't finish. It was only his second retirement of the year, following the pile-up in Argentina.

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THE FRANK WILLIAMS: ENCORE?

When Alan Jones won the Canadian Grand Prix, it was Frank Williams's fifth win of the season. The English constructor certainly has that taste of success. He told us how his first season of winning had seemed to him, and how he's preparing for the 1980 season. It's going to be a tough season for him. His aim is the World Championship.

Super Jones, and Super Villeneuve. That, perhaps is the simplest and briefest way of summing up the final two Grands Prix of the season. They could so easily have been a complete let-down with an end of term feeling that there was nothing at stake any longer. But thanks to those two drivers, the races were good for neither man gave up battling right to the very end and giving their very best.

It wasn't surprising that these two were still battling it out, they've been two of the men most likely to throughout the season. But one has to be fair: only the vagaries of the weather allowed these two men to share in their private race, one that was ultimately lost by Jones.

There was some irony in this final event. Neither of the two Williams finished the race, one that should almost have been the launching pad for Frank Williams's attack on the championship next season. In twelve months time, he'll be expecting a very different result.

The Watkins Glen event won't be one that he wants to remember. There was the one enormous mistake made during Alan Jones's stop for tyres. He was changing from wet tyres to slicks as the track was drying out. There was a misunderstanding between the mechanic tightening up the left rear wheel and the engineer involved in supervising the operation who gave the signal for Jones to leave the pits too early. The wheel hadn't been completely tightened.

There were agonising seconds of waiting. Their hearts in the mouths, the Williams team could only watch Jones driving down the pit lane. They were powerless to do anything. They knew that the wheel wasn't tight. But Alan didn't get far. Allah was with him that day. But Frank Williams couldn't forgive himself for that mistake. Furthermore, the tyre change itself was twelve seconds longer than Ferrari's similar operation on Villeneuve's car. That cut back Jones's hard-won advantage over little Gilles.

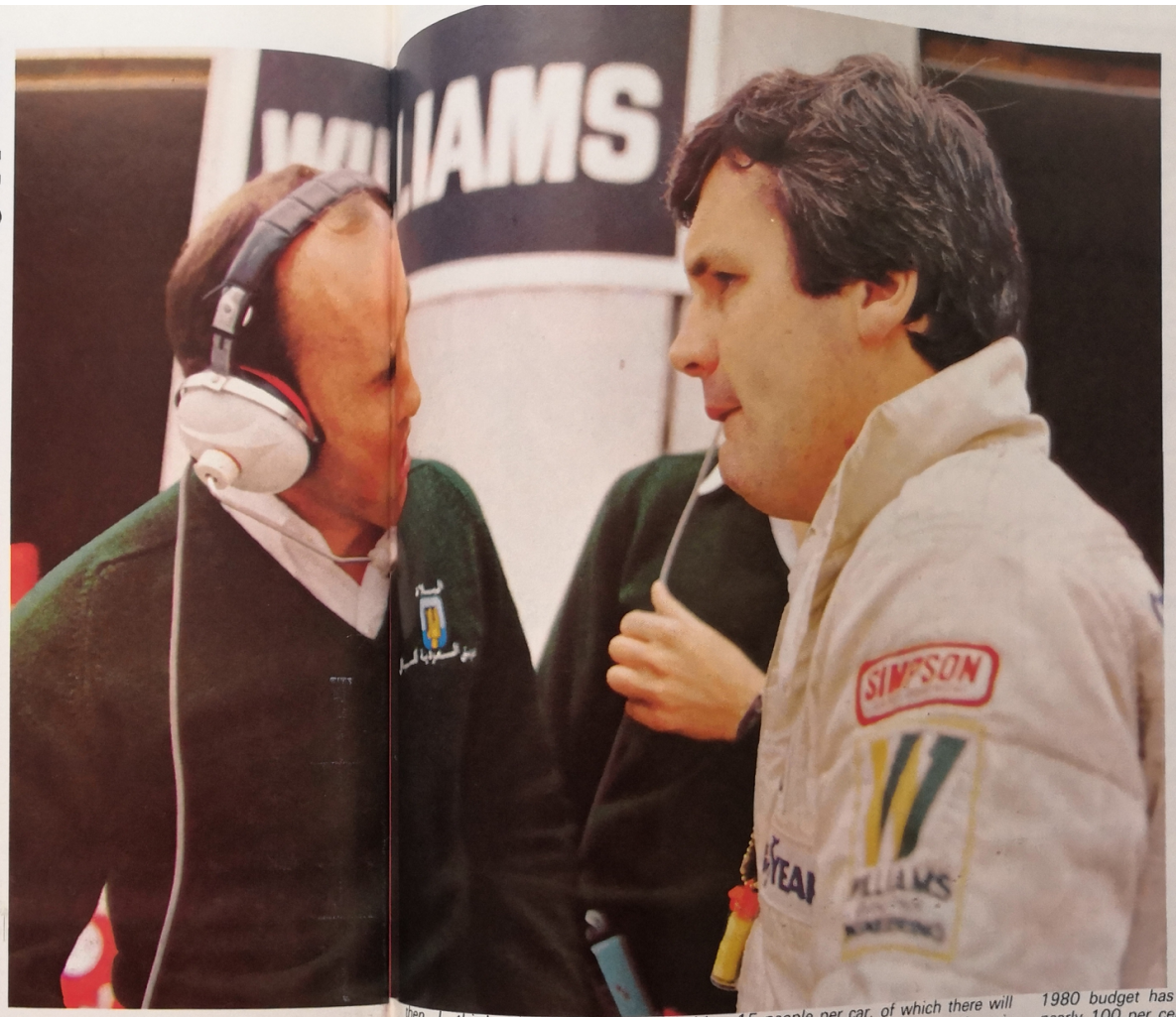
Shortly before, Clay Regazzoni had come into contact with Nelson Piquet. The Swiss driver was third at the time, while Piquet was two laps behind the leaders, but he didn't give Clay much leeway to pass. The second Williams retired on the spot with damaged steering.

Exit Regga, exit Jones which left just one man on the rostrum who had been similarly placed in Montreal: Gilles Villeneuve. The Williams team's chances of a sixth win had been lost principally because of a problem of organisation within the team.

Williams himself admitted it. *"But it's our first season with two cars, and only our second season as a real constructor. If we've missed the World Championship this year, I blame myself entirely. I think we lost the championship during the first half of the season. We brought out our new car too late in the season. But if we'd won at Zolder as Alan deserved to, and also at Monaco which was within his grasp, then I think that he'd be World Champion today. But those are ifs. Racing is full of ifs and buts... but no, it's my fault entirely."*

"IFS AND BUTS"

And bad luck rarely occurs on its own.



Frank Williams and his number one driver Alan Jones. They came close to winning the championship this year. They want to win it in 1980. Frank is already concentrating on it. The 'born loser' has become a winner, and his appetite is never satisfied.

In fact the Williams team has spent the season in serious development, a forerunner of what Frank is expecting. This is necessary because of his aim, the World Championship in 1980. A lot of things have changed since the start of the season, the two teams are completely different, and they'll continue to change.

"We've started by hiring the best mechanics from other teams. A fellow from ATS joined us after Monaco, one of Ensign's men joined us before Spain, a fellow came from Arrows two months ago, another from Copersucar a few weeks ago. Furthermore, next year Chris from Ligier is joining us when he comes back to England for family reasons. But that's not the end of it. I need four or five more mechanics. We're going to have a lot of people working for us. There will be 15 people per car, of which there will be eight mechanics as opposed to six currently. But you need that many, the skirts take up two people on their own."

And behind the basic front of mechanics, there's the design studio. That's Patrick Head's field, but Patrick isn't the only one. *"Currently, Patrick works with two other qualified designers and engineers. And I've recently advertised for two more engineers."*

Williams is quite plain about his aim. It's a tall order, and the measures taken currently are expensive but necessary when it comes to development in Formula One, both technically and in terms of organisation.

"It's essential if one is to be on an even footing, but preferably ahead of Fiat, Renault and Alfa Romeo," says Frank. *"It's going to be hard."*

And reading between the lines, it's quite obvious that Frank has got the money to rival the big teams, thanks to his Saudi connections. *"No figures,"* he says immediately. *"But I can say that my 1980 budget has been increased by nearly 100 per cent in comparison to 1979."* That's an admission which will make his competitors sit up and think.

But is all this justified by this season's results? *"Yes and no, not only by those results. Our Arab associates now know what we're aiming for and also understand what it costs to get there. Their sponsorship isn't commercial in the sense that they haven't something to sell like Gitanes and Marlboro. As far as they're concerned, their sponsorship involves making their country better known, so that people know where it is on a map of the world."*

His increased budget is also going to give Frank a secret weapon which will be the envy of all his competitors. *"I'm having built at the moment, my own wind tunnel which will have a rolling road simulating the rotation of wheels and reconstituting, as far as possible, the conditions on a track. There's four months of work involved, it'll be ready in February and it's going to cost me more than £50,000."*

→

Such figures being employed in technical research alone naturally leads one to consider the role of the driver in current Formula One. Perhaps Ricardo Zunino's case is one. He set the ninth best time in Montreal in the Brabham-Ford originally destined for Niki Lauda, even though he'd never driven a current Formula One car before, and hardly shone in Formula Two. What does Frank Williams think is the role of drivers in the Formula One of today? *"When chosing a good team, the car counts for a lot, and more and more so. But having said that, you still have to have a really good driver, even so. You're not going to win without a Scheckter, a Jones, a Laffite, a Piquet. That's why I haven't re-signed Clay Regazzoni. He's a marvellous fellow, probably the best number two driver in the world and he's very popular with the team. But for my sponsors, for the team, for all the people who work for me, I have to have the fastest number two driver in the world. That's a must, even though it's really hard to say to a bloke like Clay: 'listen, I'm talking with other drivers.'"*

NOTHING SPECIAL

After ten hard seasons, Frank has had a superb year and he's now the favorite for next year's World Championship. What has changed things so much?

"A number of things have happened together. We've had a good budget, a good car, the best of all perhaps, and Patrick Head joined us. Nothing more. Let's say that the money has allowed me to buy what was needed. I'm now just the head of the team. It takes me 30 minutes, each morning, to go from the entrance to the factory to my office, visiting all the different departments. But those are the best minutes of the day."

Such a meteoric jump to the front of the grid, after ten years of struggling must have left some impression on the man's feelings. How has Frank Williams seen his entry to the winner's circle? *"Nothing special, except perhaps at Zandvoort when Alan won the fourth race running for the team. No one had won four races in succession since Jochen Rindt in 1970. So that was something historic. Furthermore, I didn't believe it because we'd had a stupid oil leak from the gearbox. And Zandvoort is full of memories for me. It is where Piers Courage was killed. It was also the first time I'd taken my son to a race. But apart from that, I've never really had the time to stop for a few seconds and think to myself 'Good heavens, isn't life fantastic'. I'm always aware that we could lose the next race."*

And what if Williams hadn't won this season? *"I would have continued next year to try and try again until I'd succeeded. Life changes. Today I'm winning. Tomorrow, in five years, ten years, it could be another constructor, another Englishman or worse, another Frenchman* (he smiles) *who beats everyone."* □

Cockpits

PARMALAT BRABHAM

Brabham-Ford BT 49/3:
Niki Lauda (A) and Ricardo Zunino (RA)

Brabham-Ford BT 49/2:
Nelson Piquet (BR)

Brabham-Ford BT 49/1: spare

Canada: A lively weekend for Brabham who had two surprises. One was Lauda's unexpected departure and the other was the competitivity of the Ford-powered BT 49. During testing in England the car hadn't really shown up well. But Piquet qualified on the second row. He was heading for a deserved third place in the race when his gearbox let him down. Zunino qualified on the tenth row and he finished seventh but four laps behind the winners. His efforts at passing Tambay were spectacular.

USA: Piquet moved up to the front row at Watkins Glen. Unfortunately he made a bad bet by deciding to start on slicks on the still very damp track and never really was able to take advantage of his practice form. Thanks to retirement, he got up to seventh place but his engine broke within sight of the line. Zunino qualified ninth quickest which caused some comments as to the selectivity of Formula One, but retired after a small accident on the 26th lap.

COPERSUCAR-FITTIPALDI

Copersucar-Ford F6 A/1:
Emerson Fittipaldi (BR)

Copersucar-Ford F6 A/2:
Alex Ribeiro (BR)

Canada: The suspension on the Copersucar F6A was stronger than before. Emerson's car was fitted with a central wing support instead of the two lateral side plates. After the first session on hard tyres, Emerson was eleventh, but he couldn't improve on tyres that were considered better during the timed session. Alex Ribeiro didn't qualify. Emerson finished well back because of brake, gearbox and roadholding problems.

USA: Another troublesome weekend for Emerson who qualified on the back row of the grid at Watkins Glen and finished seventh and last. Alex Ribeiro didn't quality again.

LIGIER-GITANES

Ligier-Ford JS 11/03:
Jacques Laffite (F)

Ligier-Ford JS 11/02:
Jacky Ickx (B)

Ligier-Ford JS 11/04:
spare

Canada: The Ligiers turned up in similar aerodynamic configuration to that Monza but with bigger brakes. Jacques challenged Jones for pole position during the first session, but never got to use his qualifications tyres under the best conditions and was back on the third row. Ickx had his exhaust break and qualified in the spare car. Laffite was fourth when a valve broke. Ickx was let down by his gearbox.

USA: Laffite started off determined to win. On Saturday though his time was way off the pace, but he was held up by a number of problems. For a start, he lost a wheel at the end of the morning session. At the start of the qualifying session, his engine broke so he had to use the spare. After qualifying on the second row, the car caught fire when petrol leaked into the exhaust. Sunday morning was even worse. Ducarouge reckoned that the head gasket was blown. The spare was useless and an engine change difficult. Jacques had to start with this sword of Damocles hanging over him. Ickx was using old springs on his car and this meant he had to start from the back row. The Ligier team had scarcely been able to give him any help for this his last race, but Ickx was a gentleman as ever and didn't complain.

The two Ligiers left the track on the third and fourth laps at the same corner. Perhaps the drivers paid for not having done any laps in the rain on Friday.

MARLBORO TEAM McLAREN

McLaren-Ford M 29/3: Watson (GB)

McLaren-Ford M 29/2: Tambay (F)

McLaren-Ford M 29/1: spare

Canada: The final practice session was interupted by various problems. The spark box broke on Watson's car while the rear suspension broke on Tambay's car. During the race, Watson picked up places thanks to retirements and finished sixth. Tambay's engine broke. The mounting points on the spare's suspension were strengthened and this car was used by Watson.

USA: Another unexpected point for Watson, and another engine caused retirement for Tambay. The Frenchman tried new copper discs during practice, but without success.

ALFA ROMEO AUTODELTA

Alfa Romeo 179/01:
Bruno Giacomelli (I)

Alfa Romeo 179/02:
Vittorio Brambilla (I)

Canada: Neither of the Alfas took to the track on Friday following a ruling by the clerk of the course. One of them was accepted for Saturday. Bruno Giacomelli personally decided not to bother. *"There's one day of practice and that's not enough to set up a car to a circuit. When I do something I do it well."* Vittorio was happy to carry the Alfa colours. He had to learn the circuit first of all because he was suffering from the Monza accident last year. He qualified well up on the ninth row. He was going strongly in the race when he was stopped by an electrical problem when lying seventh. Otherwise he would have finished in the points. Note that Vittorio was using a second 179 in the race for the first time.

USA: The team tried a new bodywork with a narrow nose fitted with side fins, as Lotus and Williams during free practice on Thursday, but time made comparative testing impossible. Giacomelli was 18th quickest and Brambilla didn't qualify. *"We haven't had time to set up our cars to the circuit,"* said Carlo Chiti. *"The track here at Watkins Glen is very demanding for the suspension."* Bruno only covered a lap. A sideways moment of Keke Rosberg's caused Bruno to go off the track.

Cockpits

CANDY TYRRELL

Tyrrell-Ford 009/6: Didier Pironi (F)

Tyrrell-Ford 009/3: Jarier (F)

Tyrrell-Ford 009/5: Derek Daly (IRL)

Tyrrell-Ford 009/1: spare

Canada: Three Tyrrells and a spare were taken to North America for the two races. Daly once again being given a drive. Officially the aim was to test a camera which was to take a film during the race, but no doubt Tyrrell was testing a new driver for when one of the current ones left. The camera didn't give good results anyway.

A heat exchanger was fitted to Jarier's car, mounted on the left side with the radiator. Jarier was also using new front and rear suspension. All three drivers had side plates fitted on the front fins and along the side pods.

Practice wasn't too good for the Tyrrell team. Pironi was worried whether his brakes would last. Jarier was unhappy with his road holding and Daly qualified in the spare after his engine broke.

Both Jarier's and Daly's engines broke during the race, so only Pironi finished in a good fifth place.

USA: More engine trouble. Pironi's went at the start of the only timed session and so Didier used Jarier's car but that engine only lasted four laps.

In the race, Daly overtook both his teammates but caused Jarier's retirement. The Irishman lost a good position shortly before the end when part of the suspension broke. Pironi finished third.

OLYMPUS-WOLF

Wolf-Ford WR 9: Keke Rosberg (SF)

Canada: The Wolf team didn't take a spare to Montreal. That was a bad decision in hindsight. Keke Rosberg crashed. The monocoque was irreparable on the spot and the Canadian millionaire's team had to pull out.

USA: Wolf got together a car for Keke at Watkins Glen called the WR 8/9. It consisted of the monocoque of the WR 8 fitted with the various parts of the Rosberg qualified on the sixth row beside Jarier. He had a spirited dice with Stuck during the race, but crashed on the 21st lap.

TEAM MERZARIO

Merzario-Ford A4/01: Merzario (I)

Little has changed for Little Art. As in Canada, and elsewhere, he failed to qualify at Watkins Glen because of lack of reliability and performance.

TEAM REBAQUE

Rebaque-Ford HR 100/001: Hector Rebaque (MEX)

Hector put his self-named car on the grid in Montreal but he didn't manage to finish after an engine mounting broke which stopped him for good in the pits. He didn't qualify at Watkins Glen.

TEAM ENSIGN

Ensign-Ford MN 179: Marc Surer (CH)

Surer non-qualified at Montreal but he did fairly well at Watkins Glenn. Unfortunately he didn't manage to finish after a valve broke on the 33rd lap.

ATS WHEELS

ATS-Ford D2/01: Hans Stuck (D)

Canada: Hans Stuck wasn't satisfied at the end of the first day's practice. The ATS understeered badly in the slow Montreal corners. The German used softer springs the next day and seemed happier, having gained half a second. He had the misfortune to hit the back end of Ribeiro's Copersucar during the first practice session.

USA: It was a relatively successful day for the ATS team for they took their first championship points of the season. This good result seemed doubtful when Hanschen spun three times in the corner before the pits on the first lap. Stuck's fifth place might have put him back in Gunter Schmidt's estimation, for the latter has only had eyes for Keke Rosberg in recent weeks. Ironically it was Hans who had a lively battle with the Finn during the first third of the race.

RENAULT-ELF

Renault RS 14: Jean-Pierre Jabouille (F)

Renault RS 12: René Arnoux (F)

Renault RS 10: spare

Canada: The twisty Montreal circuit did not suit the Renaults, who still have a problem with turbo lag, even though that has been considerably improved with the addition of the second turbo. Jabouille had a completely new car, the RS 14, but the engine broke on Saturday morning so Jean-Pierre had to qualify in the spare. During the warm-up he discovered that the 14 lacked traction. The spare's engine had been showing signs of weakness the previous evening, but hadn't been changed so Jean-Pierre had to start in RS 14 knowing that he had little change of figuring in the results. He was let down by his brakes on the 24th lap. A new system of water-cooling them had been fitted but was not sufficient. The brakes were also Arnoux's main problem; his discs cracked during the warm-up. He was careful during the race and tried to look after them, but he retired when Stuck hit him.

USA: A good second place for René Arnoux while Jabouille retired when the cam drive belt broke. Jean-Pierre had been held up with shock absorber trouble during practice. Only after the session did the mechanics discover that the top of the shockers were unscrewed. Arnoux's only problem was traffic on the circuit.

WARSTEINER-ARROWS

Arrows-Ford A2/1: Riccardo Patrese (I)

Arrows-Ford A2/2: Jochen Mass (D)

Arrows-Ford A1/05: spare

Canada: Nothing seems to make any difference, the Arrows A2s just don't want to be competitive, to such an extent that Riccardo Patrese preferred the older A1 at Montreal. However, there were many modifications on the car: outboard brakes, new rear suspension, much simple with a different rocker arm. The car was also shorter. But the A2 had made little progress, for poor Mass didn't qualify. Driving the old car, Patrese spun and stalled the engine.

USA: Patrese and Mass tested at Watkins Glen with different types of A2. Patrese tried a completely flat wing, while Mass didn't use a wing at all. He used rear bodywork although the rear part of the car wasn't entirely clean for there was a large oil radiator sticking up. Mass once again didn't qualify, and Patrese retired when the rocker mounting broke. But he hadn't been very competitive.

MARTINI RACING TEAM LOTUS

Lotus-Ford 79/5:
Mario Andretti (USA)
Lotus-Ford 79/3:
Carlos Reutemann (RA)
Lotus-Ford 79/4: spare

Canada: Suspension mountings on both cars had been modified. The turbular framework which came off the caliper and gearbox had been replaced by an aluminium sheet. The shock absorber mountings had also been modified. Reutemann had to use the spare for the race. But its old-style suspension broke. Andretti missed a point when his gearbox let him down not far from the end.

USA: Carlos had part of his suspension break in the Saturday morning session which was upsetting. Nevertheless, the Argentine qualified well in the afternoon, starting from sixth place on the grid beside Regazzoni. Andretti was less happy during practice: a valve broke early in the session and he had to wait a long time for the spare to be readied. The former World Champion gambled on using slicks for the race, but it didn't work. Reutemann was superb in the early stages but was distracted when something fell on his knees and he went off the track.

SAMSON-SHADOW

Shadow-Ford DN 9/1B:
Elio De Angelis (I)
Shadow-Ford DN 9/4B:
Jan Lammers (NL)
Shadow-Ford DN 9/2B: spare

Canada: Both Lammers and De Angelis qualified, the Dutchman faster than the Italian. Equally, they were suffering from roadholding problems. Lammers finished ninth but De Angelis retired with an electrical breakage.

USA: Lammers was suffering from fever, and didn't qualify for the final Grand Prix of the year. De Angelis started from the tenth row but finished a good fourth.

FERRARI SEFAC

Ferrari 312 T4/040:
Jody Scheckter (ZA)
Ferrari 312 T4/041:
Gilles Villeneuve (CND)
Ferrari 312 T4/038:
spare

Canada: The spare was different from the other two cars. It was fitted with twin caliper brakes mounted outboard. It also had revised bodywork in front of the rear wheels and new scoops to cool the rear brakes. The car was basically a test bed for the new 312 T5.
Even though the two T4 were handicapped by lack of grip, Villeneuve succeeded in qualifying on the front row beside Jones. Scheckter was perhaps less determined than his teammate and was back on row five. Jody was held up at the start behind the two Renaults. Then he had to change tyres after starting on too soft a compound, but ultimately finished fourth, one lap behind the leaders. Gilles was more careful in his choice of tyres which lasted the distance and took him to second place, even though he couldn't stop Jones from winning.

USA: There was only one dry qualifying session, and Gilles' only problem was that he couldn't get his tyres up to working temperature. Even so, he was third quickest. Scheckter's race car engine broke and by the time the spare had been readied, he was too late to claim higher than 16th on the grid. After Jones's retirement, the two T4s were heading for their fourth one-two of the season when Scheckter's tyre came off.

SAUDIA WILLIAMS

Williams-Ford FW 07/04:
Alan Jones
Williams-Ford FW 07/01:
Clay Regazzoni (CH)
William-Ford FW 07/02:
spare

Canada: The Williams' only modification for the Montreal circuit were large air scoops for the brakes. The FW 07s were superb in practice with Jones taking pole position and Clay Regazzoni third quickest. Frank Williams advised Jones to play a waiting game. *"We decided that if Gilles got the better start I wouldn't try and overtake him before half distance in order to conserve my engine and brakes. And that's what I did. After I'd overtaken Gilles, I didn't have any problems."* Alan made a hit in the press room after the race when he declared: *"I am Alan Jones, I have just won."* The story went that everything was fine. Clay Regazzoni speeded up towards the end and took third place.

USA: Jones was once again on pole position and Regga was on the third row. Not surprisingly, the Williams were favourites for Watkins Glen. During the race, the track dried and it became clear that Jones would be quicker than Villeneuve.
That proved to be the case, but an untightened wheel cost him the win. As for Regazzoni, he went off the track when, lapping Piquet. *"It was my fault,"* he admitted.

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